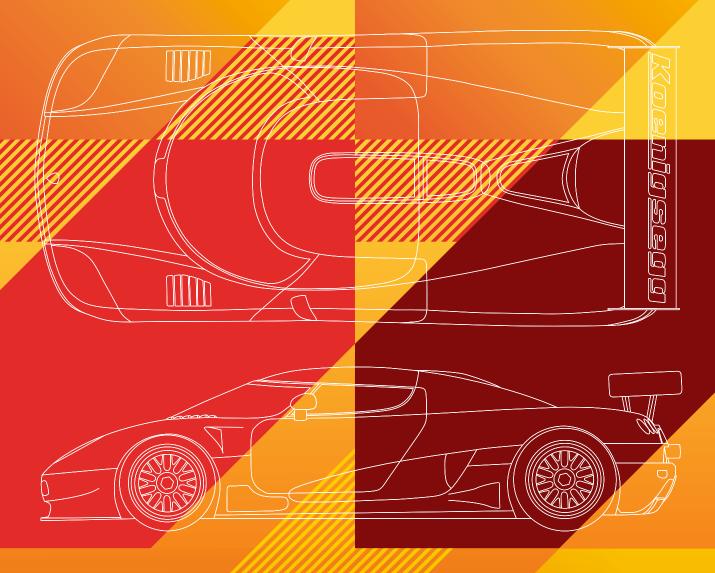


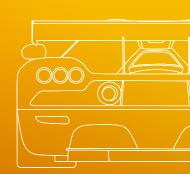
Bonhams Cars



//GOODWOOD ///FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Chichester, Sussex I 14 July 2023











Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | Friday 14 July 2023 at 11:00 and 14:00

SALE NUMBER

27997

ILLUSTRATIONS

Inside Front Cover: Lot 255 Inside Back Cover: Lot 237

VIEWING

Thursday 13 July 10:00 to 17:30 Friday 14 July from 09:00

SALE

Friday 14 July Automobilia 11:00 Vehicle Registration Numbers immediately follow Automobilia Motor Cars 14:00

ENQUIRIES

Motor Cars

+44 (0) 20 7468 5801 ukcars@bonhamscars.com

Automobilia

+44 (0) 1483 445495 +44 (0) 1483 445494 automobilia@bonhamscars.com

Customer Services/ Bidder Registration +44 (0) 20 7447 7447

+44 (0) 20 7447 7447 bids@bonhams.com

YOUR SPECIALIST CONTACTS FOR THIS SALE

Tim Schofield +44 (0) 20 7468 5804 tim.schofield@bonhamscars.com

Guy Newton +44 (0) 20 7468 8243 guy.newton@bonhamscars.com

Richard Stafford +44 (0) 20 7468 5800 richard.stafford@bonhamscars.com

Louis Frankel +44 (0) 20 7468 5801 louis.frankel@bonhamscars.com

Thomas Reinhold +44 (0) 20 3988 6334 thomas.reinhold@bonhamscars.com

Malcolm Barber +44 (0) 20 7468 8238 malcolm.barber@bonhamscars.com

Sale Coordinator

Valerie Rozbitska +44 (0) 20 7393 3837 valerie.rozbitska@bonhamscars.com

BIDS

- Bid online/APP

Register to bid online by visiting www.bonhams.com/27997



Bid through the app. Download now for android and iOS

- Bid by telephone/absentee

We require a completed Bidder Registration Form returned by email to bids@bonhams.com.

The form can be found at the back of every catalogue and on our website at www.bonhams.com

Please note we cannot guarantee bids within 24 hours of the sale.

Bidding by telephone will only be accepted on a lot with a lower estimate in excess of $\mathfrak{L}1,000$.

- Bid in person

You can pre-register online at Bonhams.com or obtain a paddle at our Registration Desk.

- New Bidders

You must provide proof of identity when submitting bids. A copy of a government- issued photo identification (driving licence or passport) showing your full name and date of birth, and, if not shown on the ID document, proof of your current address (utility bill or bank statement).

For company account or other entities, please contact us in relation to the documents you will need to provide.

Failure to do this may result in your bids not being processed.

For all other enquiries, contact our Client Services department on: +44 (0) 207 447 7447 or bids@bonhams.com Please see back of catalogue for important notice to bidders

To submit a claim for refund of VAT, HMRC require lots to be exported from the UK within strict deadlines. For lots on which Import VAT has been charged (marked in the catalogue with a * or Ω) lots must be exported within 30 days of Bonhams' receipt of payment and within 3 months of the sale date. For all other lots export must take place within 3 months of the sale date.

PLEASE NOTE

Admission to the auction marquee is by catalogue only.

This catalogue also admits two to the Goodwood Festival of Speed on the Bonhams auction and viewing days only, tickets are in the back of this auction catalogue.

However, if this catalogue has been obtained at the Goodwood Festival of Speed it will not have admission tickets included.

This catalogue does not admit the holder to the Festival of Speed on Saturday 15 and Sunday 16 July.



General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale.

Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

Like the vast majority of auctioneers Bonhams charge a Buyer's Premium on the Hammer Price of each Lot purchased and this is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol ($\dagger, \, \Omega, \, \star$) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium is 28% on the first £40,000 of the hammer price; 27% of the hammer price of amounts in excess of £40,001 up to and including £800,000; 21% of the hammer price of amounts in excess of £800,001 up to and including £4,500,000 and 14.5% of the hammer price of any amounts in excess of £4,500,001. (subject to VAT)

For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Buyers Premium by all Buyers, unless otherwise stated.

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below.

Bonhams preferred payment method is by bank transfer.

Bank Transfer: You may electronically transfer funds to our account. Please quote your paddle number and Invoice number as the reference. Our account details are as follows. Bank: National Westminster Bank Plc Address: PO Box 4RY 250 Regent Street London W1A 4RY

Sort Code: 56-00-27 Account Name: Bonhams 1793 Limited Client Bank Account Account Number: 25563009 IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the

deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

 Card: Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a $\mathfrak{L}5,000$ limit to n payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

• Cash: you may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchase by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

NOVA (Notification of Vehicle Arrivals) Title & Registration Documents

Certain vehicle Lots, marked 'N' in the catalogue, are subject to a NOVA Declaration prior to the Buyer making an application to register the vehicle in the UK with the DVLA for a V5C.

Whilst the responsibility of submitting the NOVA rests with the Buyer to do so, Bonhams will facilitate the process by engaging an agent (CARS) to undertake the NOVA on the Buyer's behalf. A fee of £350 + VAT to do so will be added to the Buyer's invoice.

CARS may also assist buyers with a full registration service directly. Please contact +44 (0) 1284 850 950 / info@carseurope.net

For general registration documents enquiries

Please contact valerie.rozbitska@bonhamscars.com

VAT

The following symbols are used to denote that VAT is due on the hammer price and Buyer's Premium: 1 VAT at 20% on hammer price and Buyer's Premium Ω VAT on imported items at 20% on hammer price.

- * VAT on imported items at 5% on hammer price.
- Zero rated for VAT, no VAT will be added to the hammer price or the Buyer's Premium.

VAT at the prevailing rate (currently 20%) will be added to the Buyer's Premium which will be invoiced on a VAT inclusive basis.

Important Notice: Exporting from the UK

Please note that our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import and export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. Please ensure to advise the Sale Co Ordinator of your preferred instructions immediately after the sale and once the final invoice is settled, our customs agents, CARS UK, will action these on the buyer's behalf.

Sale Co Ordinator Valerie Rozbitska +44 (0) 20 7393 3837 valerie.rozbitska@bonhamscars.com

Further costs, duties and VAT may be applicable. The responsibility to meet these charges rest with the Buyer.

Keys and Documents

Vehicles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy themselves as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

P (Purple Paddle) - Restricted Bidding

Please note that special formalities are required should you wish to bid on Lots marked with this symbol P Contact Client Services on +44 (0) 20 7447 7447 or bids@bonhams.com in advance of the sale. Please also note Online Bidding is not available for these Lots, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.

Guide for Buyers

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, and provide photographic identification (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation.

You can bid in person, online, on the telephone and via absentee. Bidder registration forms can be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below \$500.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can post it back to our offices. Should you email/post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and email/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell circa 25 vehicles per hour and circa 50 lots of Automobilia per hour.

Can I view the files that accompany the vehicles?

Yes, all available files can be inspected during the view. Each motor car's registration document (V5C), is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff.

Are there any warranties offered with the vehicles?

No. The fully illustrated catalogue will describe the vehicles to the best of our ability on the information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix a saleroom notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

V5C Registration Document procedures

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder to notify the sale administrator on the day of the sale, with the name and address for which the vehicle is to be registered to.

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle'.

If we have not received confirmation of the new keeper's name and address 14 days from the date of the sale, we will write to you requesting this information.

If, after 28 days from the date of sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale Administrator as soon as possible.

Please note, that once the V5C has been updated by the DVLA it cannot be reversed.

All registration document enquiries should be directed to Valerie Rozbitska. valerie.rozbitska@bonhamscars.com

When can I clear my purchases?

Cars will be removed the evening immediately following the Sale to a secure storage facility away from the Goodwood Estate at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Should you be at the Sale in person, you may be able to clear your purchase that evening once full payment has been received and by liaising with Bonhams | Cars directly in good time.

Onward vehicle movement cannot take place over the weekend and will resume from Monday 17 July.

For Automobilia collections please see the collection notice on page 8.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Straight Eight Logistics - are present at every sale and can quote a price to deliver the vehicle to you. Their contact details are listed in the sale catalogue.

Where can I read your Conditions of Sale?

Our conditions of Sale are printed towards the back of the auction catalogue. It is important you read and understand these conditions, and by registering to bid, you acknowledge to be bound these conditions.

Bonhams | Cars International Motoring Team

UNITED KINGDOM



Tim Schofield



Guy Newton



Richard Stafford



Louis Frankel



Thomas Reinhold



Iomaa Knigh



Malcolm Barh



Maarten ten Holder International Managing Director



Mark Gold



Katie Barnet



Valerie Rozbitska



Lauren Wear



Catherine Avrili



Ryan Cigana



Federica Olivotto

EUROPE



Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Loïc Maschi



Valerie Simonet



Suzanne Kress



Philip Kantor International Chairman Motoring

WEST COAST



Mark Osborne



Gordan Mandich



Adrien Durban



Miles Escajeda



Catherine Tejada



Katherine McDonald

EAST COAST



Rupert Banner



Eric Minoff



Evan Ide



Roger Noble



Tim Parker



Jennifer Burns



Whitney Maxwell Deputy Director

BONHAMS CARS ONLINE UNITED KINGDOM _____



David Hayhow



Paul Hegarty



Ainsley Pierce



John Hunt



Mark Livesev



Freddie Woodd



Oliver Hughes



Jo Tomlin

BONHAMS CARS ONLINE EUROPE



Kayleigh Ramsay



Sam Shupac



Pierre Tirone

BONHAMS CARS ONLINE USA



Brett Halverson



Matthew Groner

MOTORCYCLES



James Stensel



Bill To



Andrew Barrett



Annika Morrill



Ben Walker

AUTOMOBILIA UNITED KINGDOM



Toby Wilson



Adrian Pipiros



James Garguilo



AUTOMOBILIA

Estelle Perry

UK Collector Cars 101 New Bond Street London, W1S 1SR +44 (0) 20 7468 5801 ukcars@bonhamscars.com

Bonhams Motorcycles Unit 3 Lakeview Bond Avenue, Bletchley Milton Keynes, MK1 1FB ukmotorcycles@bonhamscars.com UK Automoblia 4 Millmead, Guildford GU2 4BE +44 (0) 1483 445 494 automobilia@bonhamscars.com

European Collector Cars and Automoblia 06 Avenue Hoche 75008 Paris +33 (1) 42 61 10 11 +33 (6) 63 20 76 74 (Automobilia) eurocars@bonhamscars.com West Coast Collector Cars 7601 W Sunset Blvd Los Angeles, CA 90046 +1 (415) 391 4000 usacars@bonhamscars.com

East Coast Collector Cars 580 Madison Avenue New York, NY 10022 +1 (212) 461 6514 usacars@bonhamscars.com

Bonhams|Cars Online

38A Innovation Drive Milton Park, Abingdon Oxfordshire, OX14 4RT 01865 521 088 hello.uk@bonhamscarsonline.com

bonhamscarsonline.com

Collections

Automobilia

All purchased lots must be collected from the sale venue by 6pm on the day of sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyer's expense.

Bonhams Guildford office located at: 4 Millmead Guildford, GU2 4BE

Uncollected lots will be available for collection **by appointment only** from Tuesday 18 July.

To arrange an appointment for collection please contact the Automobilia Department on +44 (0) 1483 445496 or automobilia@bonhamscars.com

All lots will be charged £10+VAT uplift and storage at £1+VAT per day per lot.

All lots marked with a \lozenge will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

All lots marked with a && will be charged $\pounds50+VAT$ uplift and storage at $\pounds10+VAT$ per day per lot.

Please contact John Wood, Autofreight Ltd, by phone 01483-222 256, or email sales@autofreight.co.uk for further information, details of costs and charges or to arrange collection from GU3 3HD.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s). All purchases are at Buyers risk from the fall of the hammer.

Motor Cars

Removal and Storage of Vehicles

Cars will be removed the evening of the Sale to a secure storage facility away from the Goodwood Estate at the buyer's expense by Straight Eight Logistics.

Should you be at the Sale in person, you may be able to clear your purchase that evening once full payment has been received and by liaising with the Motor Car Department directly in good time.

Lots shall be removed to storage at the Buyer's expense (see below). Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Vehicle Removal charges

£375 + VAT per motor car

Vehicle Storage charges

First 14 days £18 + VAT per motor car per day

Thereafter

£55 + VAT per motor car per week

Transport and Shipping

A representative of Straight Eight Logistics, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Straight Eight Logistics

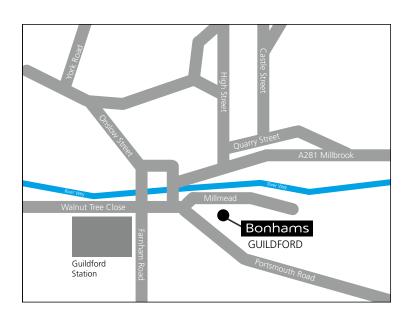
+44 (0) 20 3540 4929 transport@straighteightlogistics.com www.straighteightlogistics.com

Motor Car Presentation

Chris Bailey, Showcase SVS +44 (0) 7889 722 333 www.showcasesvs.co.uk

Photography

Simon Clay
Tom Wood
Tom Gidden
James Mann
Jack Howells
Jack Passey
Roger Chan
Dirk de Jager
Tim Scott
Tom Kahler
Roger Dixon (Automobilia)

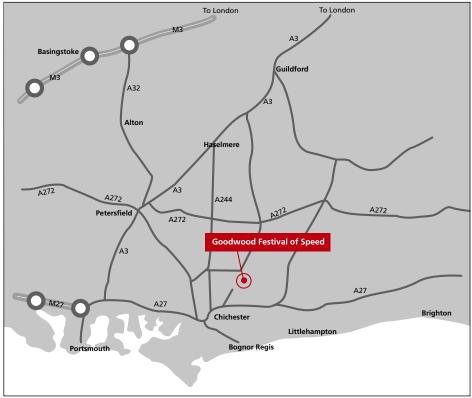


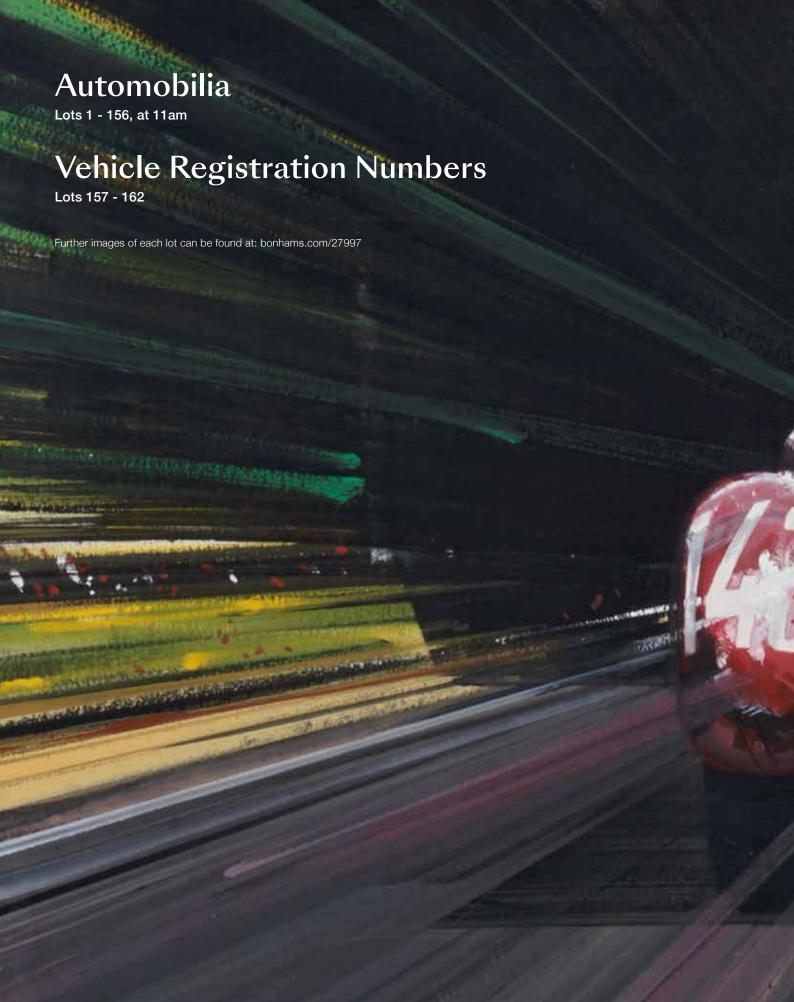
Directions to Goodwood

Goodwood House Chichester West Sussex PO18 0PX

On Thursday and Friday Bonhams clients should approach Goodwood House and they will then be directed into the public car parks for the Festival of Speed. Please ensure you give yourself adequate time to get from the public car parks to the Bonhams sale marquee, which is accessed via the main entrance to the front of Goodwood House.







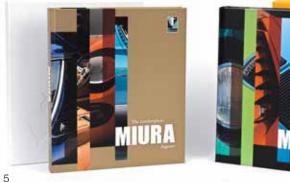














A QUANTITY OF BOOKS RELATING TO PORSCHE, LE MANS, SHELBY COBRA, AND OTHER SPORTS RACING AND MOTORSPORT SUBJECTS,

including J.A.Martin & Ken Wells: Prototypes - The History of the IMSA GTP Series; Karl Ludwigsen: Porsche - Excellence Was Expected (1st edition); Julius Weitmann: Porsche Story; Michael Cotton, Gustav Busing & Ulrich Upietz: Porsche 956-962 - The Legendary Race Winners; Dominique Pascal: Porsches at Le Mans; Michael L.Shoen: The Cobra-Ferrari Wars 1963-1965; Carroll Shelby: The Cobra Story; Trevor Legate: Cobra - The Real Thing!; Denis Jenkinson: Sports Car Racing; Chris Nixon: Mon Ami Mate; Pete Lyons: Can-Am, and Can-Am Photo History; Ian Briggs & John Starkey: Golden Era - The History of Group C & IMSA GTP, a two-volume set in slipcase; John Starkey: Racing With a Difference - The History of IMSA; Christian Moity, Jean-Marc Teissedre & Alain Bienvenu: 24 Heures du Mans 1923-1992, Volumes 1 and 2; six Le Mans annuals for

1978, 1979, 1987, 1989, 1990 and 1992; six World Sportscar Racing annuals for 1989-1994; an Autocourse annual 1985-86; Race Report annuals 1 to 4: and other titles. (Qty)

£800 - 1,200

€930 - 1,400

STIRLING MOSS & PHILIP PORTER; A SET OF FOUR LEATHER-BOUND LIMITED **EDITION STIRLING MOSS SCRAPBOOKS,** SIGNED BY MOSS AND THE AUTHOR,

published by Porter Press, comprising Scrapbook 1929-1954, in black leather hard covers (some minor marks to spine), hand numbered '9'; Scrapbook 1955, in dark green leather, numbered '120'; Scrapbook 1956-1960, in red leather, numbered '120'; and Scrapbook 1961, in dark blue leather, numbered '120'; each in slip-case and signed to title page by the author and Stirling Moss.

£800 - 1.000 €930 - 1,200

PHILIP PORTER: GRAHAM HILL SCRAPBOOK 1929-1966; A LEATHER-BOUND LIMITED EDITION SIGNED BY THE AUTHOR AND DAMON HILL,

published by Porter Press 2007, maroon leatherbound hard covers with slip-case, 177 numbered pages, well-illustrated title detailing Graham Hill's race career, hand numbered 'No 128' and signed by the author and Damon Hill to title page; offered together with a helmet visor with Renault Elf visor strip from Damon Hill's F1 Championship winning season with Williams, signed by Damon Hill and dated 96 (not race used).

£800 - 1,000 €930 - 1,200

THIRTEEN FERRARI YEARBOOKS; 1995 TO 2007,

a complete run, in seemingly good general order, some in English and some in English & Italian text, years 2002, 2003 and 2007 unopened in cellophane wrapping.

(13)

£800 - 1,000 €930 - 1.200

SIMON KIDSTON: THE LAMBORGHINI MIURA; A STANDARD LIMITED EDITION, AND THE LAMBORGHINI MIURA REGISTER; **PUBLISHED BY KIDSTON SA, 2020 AND** 2021,

large format titles, comprising The Lamborghini Miura, published 2020, standard edition bound in hard covers, limited edition numbered 156/762 to title page and with publicity card printed with producer's facsimile signature, 454 numbered pages, lavishly illustrated throughout, a comprehensive history of the model, contained in vellow Buckram slipcase: offered together with companion volume The Lamborghini Register, published 2021, bound in hard covers, 316 numbered pages, well illustrated with details of every Miura built, with 'In Rodaggio' sticker, contained in white Buckram slipcase; each in seemingly unused condition and with white carton packing boxes.

£2.500 - 3.500 €2,900 - 4,100

A FERRARI 308 GTSI OWNERS MANUAL, PRINTED IN ITALY, 1980,

catalogue number 190/80 n800, in Italian, French and English text, (slight tear to cover) with applied 1977 Fuel Consumption Tests notice, in custom made library case; together with three 308 sales brochures; two price lists dated 1st October 1981; a 308 accessories booklet depicting luggage; a Modena for Ferrari sales booklet; A Fiorano gift set comprising Ferrari Wallet and keyring; a mobile phone case; a Scuderia Ferrari sticker and a 2008 edition of La Ferrari.

(Qty)

£800 - 1.000 €930 - 1,200

A RARE 'USE AND MAINTENANCE OF THE ALFA ROMEO 6 CYL. 1500 CAR' HANDBOOK, ENGLISH TEXT, LATE 1920S,

embossed red Rexine covers, decorated end papers, 63 illustrated and numbered pages, with un-numbered illustration of tool kit, 4 pullouts of engine lubrication, Mareli electric plant, trouble-shooting and lubrication charts, with pocket to inside rear cover, 8vo, very slight wear to covers, pages in very good order.

£800 - 1.000 €930 - 1,200

A PORSCHE 356 B WORKSHOP MANUAL AND SUPPLEMENTS WORKSHOP MANUAL.

English text editions printed in Germany, each in stud-bound hard covers and with black card tabbed section dividers, comprising 1960 edition Workshop Manual for 1600 and 1600 S Types, and Supplements Workshop Manual for 1600 S-90 engine, in seemingly good general order, in original shipping box together with two photocopies of the 1968 invoice from A.F.N. Limited.

(Qty)

£1,100 - 1,300 €1,300 - 1,500

A MERCEDES-BENZ SLR MCLAREN LIMITED EDITION OWNERS BOOK,

limited edition number 0028 from a run of 3,500 published by Daimler Chrysler AG, 2004, English text edition, supplied to buyers of the car, signed by Simon Inglefield 'Mr SLR', 177 numbered pages, well illustrated, black hard covers, in presentation library box (small tear to inside box) with pamphlet, and with outer carton box.

£2,000 - 3,000 €2,300 - 3,500



10

ASSORTED LETTERS AND EPHEMERA RELATING TO THE HON MRS CHETWYND AND MG. 1931-32.

regarding the construction and purchase of an Midget two-seater MK II for use as a racing car in the 1931 Brooklands Double Twelve and Le Mans, many on MG letter headed paper, including a letters signed by Cecil Kimber in green ink (others with a printed signature), relating to parts and orders for special equipment, an MG order for repairs signed J G Chetwynd in pencil, assorted MG Credit Notes and Service Invoices, correspondence relating to non-payment of account, receipts for payment, plans to race the car in the 1932 JCC 1000 miles Race and Le Mans and a blue print of the 1931 design.

(Qty)

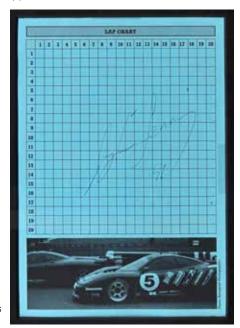
£800 - 1,200 €930 - 1,400











14 (detail)

AN AYRTON SENNA SIGNED LAP CHART, DATED 91,

the printed chart signed in biro, from the 1991 British Grand Prix race programme, 19 x 14cm, common mounted with the programme and an engraved brass plaque, framed and glazed 39 x 46 overall. £800 - 1,200

€930 - 1,400

14

ASSORTED LETTERS AND EPHEMERA RELATING TO THE HON MRS CHETWYND AND AUTOMOBILE CLUB DE L'OUEST, 1931-34,

relating to the 1931 Le Mans 24 Hour race, including General letters on Le Mans letter headed paper, typed in French text, printed drivers instructions, rules, a typed list of participants; other letters from late 1931 relating to the 1932 Le Mans, with rules, a press cutting and other ephemera; similar correspondence and rules and ephemera regarding the 1933 and 1934 Le Mans events.

(Qty) £800 - 1,000 €930 - 1,200

13

A SIGNED DISPLAY BOARD FROM 'THE GREEN MAN INN', NEAR SILVERSTONE,

a landmark pub on the A43 at Brackley Hatch used by drivers and senior team members for over 40 years, the board signed in marker pen (faded) and biro including the following World Champion Drivers Senna, Hunt, Piquet, Mansell, Stewart and other drivers including Alesi, Nakajima, Nannini, Martini, Herbert, Gachot, Boutsen, Modena, Capelli, Berger, Pirro, Dalmas, Warwick, Donnelly and others including Leo Sayer! (list applied to rear of frame), 40 x 50cm, mounted, framed and glazed.

£800 - 1,200 €930 - 1,400 13

A 1981 DUBAI GRAND PRIX BALL PROGRAMME SIGNED BY ATTENDING DRIVERS, WITH RACE PROGRAMME, MENU, AND RELATED EPHEMERA,

comprising a Souvenir Brochure for the Grand Prix event held at the Hvatt Regency circuit on Friday 4th December 1981, and with accompanying Grand Prix Ball Menu, held the previous evening at the Crystal Ballroom, signed to front cover by attending drivers: Carroll Shelby, Tony Brooks, Innes Ireland, Stirling Moss, Phil Hill, Jody Sheckter, Bette Hill, Sir Jack Brabham, Richard Attwood, Roy Salvadori, Patrick Tambay, Bruno Giacomelli, and Apollo 7 astronaut Walt Cunningham; together with a World Champion' Dinner menu signed to inside cover by Emerson Fittipaldi; a VIP Gold Grandstand pass, an associated press pack, four period editions of Gulf News with articles pertaining to the event, and a signed edition of biography 'James Hunt - Against All Odds', signed by the driver to first page, with dust-jacket. (Qty)

£800 - 1,000 €930 - 1,200





"MON AMI MATE" SIGNATURES OF MIKE HAWTHORN & PETER COLLINS,

each on white paper, common mounted with colour photographs of the drivers ready for framing, Collins signed in pencil, Hawthorn signed in blue biro, 50 x 32cm overall.

£800 - 1,200 €930 - 1,400

AN AYRTON SENNA AUTOGRAPH, 1982,

in blue pen on white card, collected by Raymond Lecapitaine at the 1982 Formula Ford 2000 Belgian Grand Prix support race, common mounted with a programme for the event, and engraved plaque and a photograph taken during the race; sold together with Christopher Hilton: Ayrton Senna his full car racing records, and various photocopies and laminates relating to this lot. (Qtv)

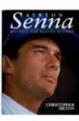
£800 - 1,200 €930 - 1,400

AN INTERNATIONAL DAILY EXPRESS **TROPHY MEETING PROGRAMME 1950** SIGNED BY ALBERTO ASCARI,

the signature in black ink to the rear cover of the programme, common mounted with an unsigned programmed showing the front cover, an engraved plague, a Ferrari badge and a photograph of Ascari in the pits taken by Mr Willows at the event, framed and glazed 39.5 x 40.5cm, with letter of provenance attached to rear of frame.

£800 - 1,200 €930 - 1,400









AN AUTOGRAPH BOOK WITH SIGNATURES OF MANY RACING DRIVERS, FROM THE **ESTATE OF THE LATE KEN RIDER (1944-2022)**

including 12 World Drivers Champions Mario Andretti, Jack Brabham, Jim Clark, Juan Manuel Fangio, Emerson Fittipaldi, Phil Hill, Graham Hill, Denis Hulme, Jochen Rindt, Jody Scheckter, Jackie Stewart and John Surtees. many others including Bruce McLaren, Stirling Moss, Pedro Rodriguez, Mike Hailwood, Ronnie Petersen, Clay Regazzoni, etc... (the book with weak spine and some loose pages); together with a ticket to 2013 London Film Festival "Weekend of a Champion" signed by Jackie Stewart; a collection of 350+ black and white photographs, majority depicting Brands Hatch pits, paddock and racing, together with two BP photographs of Graham Hill (not sold with copyright) and some later colour photographs, and a WMRAC Doghouse Owners Club plate by Wade, 21cm wide. (Qty)

£1,000 - 1,500 €1,200 - 1,700 Ken Rider, who described Le Mans as the centre of his universe, personally collected all of these autographs on race days at Brands Hatch, his local circuit, and took the vast majority of these photographs, which have not been published but are offered for sale with full copyright.

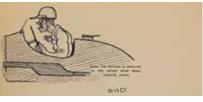
A MENU SIGNED BY JIM CLARK AND TOMMY DICKSON.

signed 'To Hamish, Best Wishes, Jim Clark' in blue ink, from the Huntingtower Hotel owned by 1959 Scottish Motor Racing Champion and Ecurie Ecosse driver Tommy Dickson, common mounted with an image of Jim Clark, framed and glazed, 38 x 48cm overall, with letter of provenance attached to rear of frame; together with a Bell open-face helmet with clip-on plastic visor, over-painted in Jim Clark's colours, with Halcyon goggles and two spare Bell stickers. (Qtv)

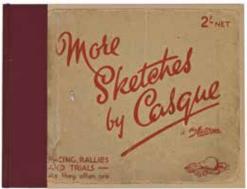
£1,000 - 1,500 €1,200 - 1,700















20

TWO CASQUE'S MOTORING 'SKETCH **BOOKS' USED AS AUTOGRAPH BOOKS** BY PAUL CALVERT, SCRUTINEER AT BROOKLANDS, GOODWOOD, AND **SILVERSTONE, 1930S-1950S, AND** SIGNED BY MANY DRIVERS AND WITH ILLUSTRATIONS BY MOTORING ARTISTS,

both by SCH 'Sammy' Davis of The Autocar, each 8vo and rebound, and profusely signed throughout by approximately 300 racing drivers, including World Champions, and other motorsport figures during the 1930s and early post-War period and personally obtained at the events by BARC race scrutineer Paul Calvert, and comprising:

Book 1 'Motor Racing in Lighter Vein', Signatories include:

Roy Nockolds, with sketch of Bugatti dated 1934; a pen and ink cartoon by S.C.H.Davis; A.V.Ebblewhite; John Cobb; Cecil Kimber; George Eyston, James Robertson Justice; Elsie Wisdom; Woolf Barnato; Dudley Froy; H.Kensington-Moir; R.O.Shuttleworth; J.T.C.Moore-Brabazon; a page reserved for signatures of 'Peers of the Realm' including Nuffield, Howe, Richmond; C.E.C.Martin; Vernon Balls; M.Morris-Goodall; Algernon Guinness; A.N.Spottiswood; E.R.Hall; Raymond Mays: Reid Railton: Malcolm Campbell; Faye Taylour; Brian Lewis; Whitney Straight; S.F.Edge; S.C.H.Davis; and 'Parabolics!' a pencil sketch by F.Gordon

Crosby dated June 1939; a pencil sketch by Bryan de Grineau; and many others, some topically taking advantage of the published illustration such as Railton and Campbell on a page depicting Bluebird.

(Considerable old taped repairs to pages at spine and edges, some professional paper stabilisation, some obscure or partially obscure autographs, front and back covers mounted on new hardback, pages rebound).

Book 2 'More Sketches by Casque', Signatories include:

Ebblewhite; illustration by 'CM' dated May 1948; Guy Edwards; J.M.Fangio; Luigi Villoresi; Mike Hawthorn; R.F.Salvadori; De Graffenried; John Cooper; Prince Chula, dated 1948; Bob Gerard; Phil Hill; Briggs Cunningham; J.M.Fangio; Reg Parnell; Geoff Duke; John Cooper; the back page with pencil cartoon 'The Evil That Men Do Lives After Them' signed Brockbank, dated 19.8.49; and other signatures. (Two old taped repairs to spine, with

yellowing, partially obscuring two signatures, front and back covers mounted on new hardback, pages rebound)

Inspection recommended.

£1,000 - 1,500 €1,200 - 1,700



"19 WORLD DRIVERS CHAMPIONSHIPS" A SIGNED 1990 AUSTRALIAN GRAND PRIX PIT LANE PHOTOGRAPH,

signed on the image by Ayrton Senna, Nelson Piquet, Juan Manuel Fangio, Jackie Stewart and Jack Brabham, common mounted with engraved brass plaques and 'missing' signatures of James Hunt and Denis Hulme, framed and glazed, 49 x 47cm, with laminated letter of provenance applied to rear of frame.

£1,200 - 1,600 €1,400 - 1,900







A 1995 MCLAREN F1 LM LAUNCH PRESS PACK AND A FRAMED MCLAREN F1 'ORDER' TO 'BUILD SCHEDULE' 1992-1998 WALL CHART,

the F1 LM press pack issued for the December 7th 1995 launch, comprising grey textured card folder affixed with 'LM' lapel badge, containing a transcript of the speech delivered by Ron Dennis for the F1 LM ('Le Mans') launch, various sheets of technical details, specifications, race successes of the Le Mans GTRs, and four colour publicity images of the F1 LM in Papaya Orange livery, produced in a strictly limited production of five examples in honour of the five F1 GTRs that competed so successfully at the 1995 Le Mans 24 Hour event, further contained in a grey plastic folio with a set of 6 colour slides and a VHS video cassette 'McLaren At LeMans - Pursuit of Perfection'; offered together with a 'Build Sequence Worksheet' chart for the McLaren 'F1 Project', recording build and assembly numbers, shipping dates, engine numbers, paintwork colours, customer names, and other details for the 107 McLaren F1 cars produced between 1992-1998, 31 x 106cm, mounted, framed and glazed.

£1,000 - 1,500 €1,200 - 1,700





25

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27

























SEVEN LARGE PRINT FACTORY POSTERS OF FERRARI FORMULA 1 CARS,

of various Ferrari Formula 1 car through the years, all 70 x 100, printed in Italy 1989 (rolled). £800 - 1,000

€930 - 1,200

PATRICK LICHFIELD (BRITISH, 1939-2005); 'JIM CLARKE DURING THE MONACO GRAND PRIX, 10TH MAY 1964',

silver gelatin print, limited edition numbered 12/50, monochrome image depicting Clark at the wheel of the Lotus-Climax, with photographer's estate stamp to reverse, 60 x 50cm.

£800 - 1,000 €930 - 1,200

25 ◊◊

FIVE SILVERSTONE RACE MEETING POSTERS,

comprising 1970 AP Trophy Meeting; 1979 Pentax RAC Tourist Trophy; 1983 1000Kms; World Endurance Six Hours (undated) and Istel RAC Tourist Trophy (undated), the largest 75 x 50cm, each framed and glazed.

£800 - 1,000 €930 - 1.200 26 ◊◊

FOUR BRANDS HATCH RACE POSTERS,

comprising Three British Grand Prix posters for 1968, 1972 and 1974 (1 of the 2 versions produced for that year) and a 1970 BOAC 1000Km World Championships Sports Car Race with a design after Dexter Brown, each 75 x 50cm, framed and glazed.

£800 - 1,000 €930 - 1,200

FOUR SILVERSTONE BRITISH **GRAND PRIX POSTERS,**

comprising 1967, 1969, 1979 and 1985, (some old pin holes and folds to 1967), the largest 75 x 50cm, each framed and glazed.

£800 - 1,000 €930 - 1,200



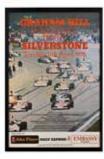














29













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31

28 ◊◊

FOUR RACE POSTERS AND TWO PRINTS,

the posters for Snetterton BOC Championship Car Races, with artwork after Dexter Brown; and three for Brands Hatch comprising 1978 European Championship race; 1979 World Manufacturers Championship 6 Hours and 1979 European Touring Car Championships race, 75 x 50cm, framed and glazed: the prints: 'Silver Arrows' after Alan Fearnley, number 284/850, signed by the artist and Jochen Mass, 43 x 61cm, mounted, framed and glazed, and a 2016 Silverstone Zoom event print, 60 x 40cm, framed and glazed.

(6)

£800 - 1,000 €930 - 1,200

29 ◊◊

FOUR SILVERSTONE MOTOR RACING POSTERS.

comprising 1964 International Daily Express Trophy; 1965 17th International Daily Express Trophy; 1976 Graham Hill International Trophy and 1978 Daily Express International Trophy; (some folds and creases), largest 75 x 50cm, framed and glazed.

£800 - 1,000 €930 - 1,200

A 1955 GOODWOOD INTERNATIONAL NINE-HOURS CAR RACE POSTER,

printed by Peverleys Ltd., featuring artwork after Roy Nockolds, with old fold marks, some wrinkling, small tears to margins and some light loss to lower edge, and small patched repair to upper left edge, 76 x 51cm.

£800 - 1,000 €930 - 1,200

FIVE SILVERSTONE RACE MEETING POSTERS WITH ARTWORK AFTER PAUL TORR,

each British Automobile Racing Club event including Luton Motors Group Trophy: Championship Car Races; BRDC Bank Holiday Championship Races; BRDC Championship Car Races and Formula Atlantic Championship Meeting, each 62 x 44cm, framed and glazed.

£800 - 1,000 €930 - 1,200

FOUR GOODWOOD RACE POSTERS,

organised by the BARC, for 1964 Whit Monday, 1964 29th RAC Tourist Trophy, (some loss or wear to corners), 1965 Whit Monday, each printed by Selsey Press Ltd., and another for Easter Monday News of the World International 100 Mile Race, printed by J. Weiner Ltd., each with old fold marks, each 76 x 51cm.

£800 - 1,000 €930 - 1,200

A MILLE MIGLIA 1929 ALFA ROMEO SUCCESSES NEWS-PRINT ADVERTISING POSTER,

printed by Le Figaro as a supplement, for the Belgian Alfa Romeo Agent, Marcel Rouleau, listing Alfa Romeo successes in the 'Coupe de 1000 Milles' and 3 races in 1928, 50 x 60cm, contact mounted, framed and glazed.

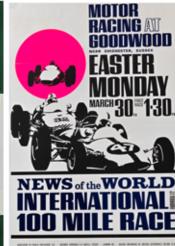
£800 - 900 €930 - 1,000

In the 3rd Mille Miglia held on 13-14 April 1929. Campari and Ramponi finished the course in 18 Hours 4 minutes and 25 seconds, at an average speed of 56.05 mph. Varzi and Colombo were just under 12 minutes behind them finishing in third, just two minutes behind the OM of Morandi and Rosa.

















33 34 35 36

A REPRINT '1950 MONACO GRAND PRIX' POSTER,

believed 1980s museum reprint by Arte Paris -Musee de L'Automobiliste, of the original poster with race scene artwork after P.Minne, for the event held on 20th-21st May, 95 x 68.5cm, laid on linen, rolled.

£800 - 1.000 €930 - 1,200

35 ◊

A REPRINT '1956 MONACO GRAND PRIX' POSTER SIGNED BY VARIOUS DRIVERS,

1980s museum reprint by Arte Paris - Musee de L'Automobiliste, of the original 1956 poster with artwork after J.Ramel, signed in marker pen by Roy Salvadori, Maurice Trintignant, Paul Frere (faded), Sparken, Jarrier, Gino Valenzano, and another (believed De Cesaris), 98 x 68cm, mounted, framed and glazed, measuring 124 x 94cm overall.

£800 - 1,200 €930 - 1,400

A REPRINT '1959 MONACO GRAND PRIX' POSTER.

1980s museum reprint by Arte Paris - Musee de L'Automobiliste, (printer details obscured), of the original race poster for the event held on 10th May, 99 x 68cm, laid on linen, rolled.

£800 - 1,000 €930 - 1,200

37 ◊◊

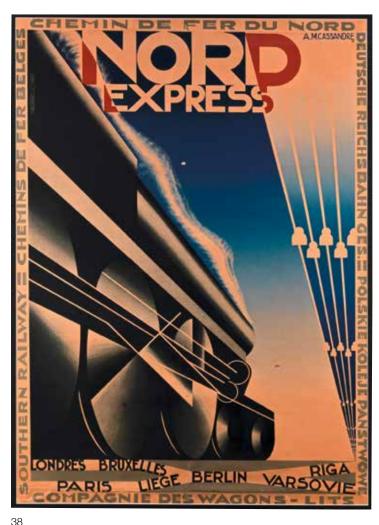
A 1933 MONACO GRAND PRIX RACE POSTER AFTER GEO HAM (GEORGES HAMEL),

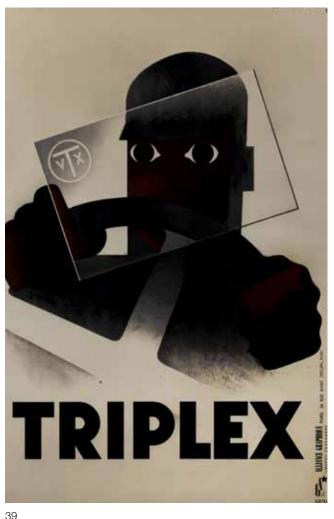
original colour lithographic poster in French, printed by Monegasque of Monte-Carlo, for the Grand Prix event held on 23th April, with race scene artwork after Hamel, 118 x 79cm, some slight damp damage and mildew spotting, scuffs and scratches to paper in places with some fading to colours, mounted on card backing (warped), displayed within cream card mount surround, unglazed within dark stained wooden frame measuring 150 x 109cm overall.

£5,000 - 7,000 €5,800 - 8,100



37





38 ◊◊

AFTER ADOLPHE MOURON CASSANDRE (1901-1968), A 'NORD EXPRESS' **POSTER, 1927,**

printed on paper by Hachard & Cie of Paris. (old wrinkles, with slight loss to crease, some small tears to margins, paper yellowed), 104 x 74cm, mounted framed and glazed, 136 x 106.5cm overall.

£12,000 - 14,000 €14,000 - 16,000

AFTER ADOLPHE MOURON CASSANDRE (1901-1968) 'TRIPLEX'

lithograph in colours on paper, 1931, printed by Alliance Graphique, Paris, 117 x 77cm, very fine condition; backed on linen, mounted, framed and glazed.

£15,000 - 20,000 €17,000 - 23,000

Literature

Mouron, pl.26v; L'Affiche dans les Monde, no.340; Cassandre/Suntory, 15

Also see Lot 164, Christies Poster auction 13 May 2010.

'LE MANS 1999', A DRIVER SIGNED **LIMITED EDITION BMW V12 LMR PRINT** AFTER NICHOLAS WATTS, AND A PROMOTIONAL MODEL.

the print numbered 217/500, race scene depicting the 1999 Le Mans winning Team BMW Motorsport V12 LMR #15 car driven to victory by Joachim Winkelhock, Pierluigi Martini and Yannick Dalmas, signed in pencil by the artist and all three drivers to lower margin, 53 x 73cm, mounted, framed and glazed, measuring 73 x 92cm overall, offered together with a 1:8 scale promotional display model of the car, moulded plastic with rotating wheels with rubber tyres, 58cm long, fixed to a display base.

£1.000 - 1.500 €1,200 - 1,700

A CAPTAIN MALCOLM CAMPBELL SIGNED **GURNEY NUTTING PROFILE DRAWING OF** THE NAPIER ENGINED BLUEBIRD, 1930.

by MAC dated 1930, profile drawing, handpainted with watercolours, drawn to 1:24 scale, signed by Malcolm Campbell in black ink, on paper applied with Gurney Nutting label in top left corner, 24 x 49cm, mounted with inset typed title, framed and glazed.

£2,500 - 3,500 €2,900 - 4,100

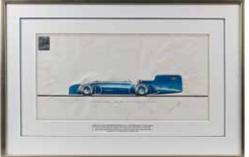
Formerly the property of Malcolm Campbell, this drawing by A. F. McNeil (MAC, 1890-1965) was mounted in a stitched leather edged frame with celluloid cover and hung in Campbell's office.

PATRICK BRUNET 'THREE FACES OF STEVE MCQUEEN',

signed and dated 2003, drawing in graphite and coloured pencil on paper, 61 x 79cm, mounted, framed and glazed. Sold with full reproduction rights to the buyer.

£600 - 800 €690 - 930











44

43 W. HEATH ROBINSON (1872-1944), 'HOW TO BE A MOTORIST', 1939,

a series of six pen and ink humorous illustrations on five pieces of paper, common mounted, depicting several typical Heath Robinson solutions to Learner Driver problems including 'Safety Street' and 'Accustoming Learners to the Erratic Movements of Pedestrians', unsigned but annotated in pencil, the largest 24 x 18cm, framed and glazed.

£2,200 - 3,000 €2,500 - 3,500

44

BEN PAYNE (BRITISH), 'LAUDA, FASTER...!'.

signed lower left, an original oil on board artwork, race scene depicting Niki Lauda in his 1977 Ferrari 312T2B during his second World Championship winning season, 45 x 60cm, framed, measuring 61 x 75cm overall, further signed by the artist to the reverse, offered with Certificate of Authenticity.

£800 - 1.000 €930 - 1,200

43 45 AR

MICHAEL TURNER (BRITISH 1935-), '1977 CAN-AM MOSPORT',

signed lower left, watercolour and gouache on artist's paper, race scene depicting Tom Klauser in the Schkee DB1 leading Patrick Tambay's Lola T333 at the Molson Diamond Can-Am Trans-Am Weekend race at Mosport Park, Canada on 21st August 1977, 50 x 44cm, mounted, framed and Perspex glazed, measuring 70 x 64cm overall.

£800 - 1,200 €930 - 1,400

TONY SMITH (BRITISH, 1932-), '1957 SYRACUSE GRAND PRIX',

signed, oil on board, dated '71, depicting Sir Stirling Moss in the No.20 Vanwall chasing Peter Collins in the No.32 Lancia-Ferrari D50 through a corner 37 x 64cm, framed.

£800 - 1,200 €930 - 1,400



45



46







51





52



NICHOLAS WATTS (BRITISH 1947-), '1938 MILLE MIGLIA ALFA ROMEO 8C 2900',

signed lower left and dated 1984, acrylic on artist's board, race scene depicting Clemente Biondetti and Aldo Stefani in the Alfa Romeo No.143 on their way to victory at the endurance event, 61 x 51cm, mounted, framed and Perspex glazed, measuring 67 x 77cm overall.

£800 - 1,000

€930 - 1,200

48 AR

MICHAEL WRIGHT (BRITISH 1935-), 'MIKE HAWTHORN - 1958 TARGA FLORIO',

signed, watercolour and gouache on artists' paper, depicting Hawthorn at speed in the Ferrari 250 TR on his way to third place at the Circuito Piccolo delle Madonie, Sicily, 52 x 49cm, mounted, framed and glazed, measuring 76 x 72cm overall.

£800 - 1,000 €930 - 1,200

Provenance: Formerly from the Estate of racing driver and BRDC member, the Late John Young (1927-2017).

49 AR

CLIVE METCALFE (BRITISH, 1944-), **'ROWAN ATKINSON IN NAPIER-RAILTON -**GOODWOOD FESTIVAL OF SPEED',

signed lower right, acrylic on artist's board, depicting the actor in the 1933 24-Litre Napier-Railton Special in conversation with race marshals in the paddock at the Goodwood Festival of Speed hillclimb event, circa 2000, 45 x 65cm, mounted, framed and glazed, measuring 67 x 87cm overall, with handwritten dedication by the artist to reverse of frame, dated 2017.

£800 - 1.000 €930 - 1,200

The artist Clive Metcalfe is founder member of Sigma 6, a band which included Roger Waters, Nick Mason, Keith and Sheilagh Noble. The band went through several name and line-up changes. eventually settling on the name Pink Floyd.



49



50

DEXTER BROWN (BRITISH, 1942-), '1951 JAGUAR XK120 MONTAGE',

signed lower left, pencil and gouache on artist's board, depicting side and front views of the car and the Jaquar emblem, 31 x 54cm, mounted, framed and glazed, measuring 56 x 78cm, with artist's hand-written title card fixed to reverse of frame.

£800 - 1,200 €930 - 1,400

51 AR ◊◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'WET RIDE',

an original artwork, signed lower left and dated '1. 1990', pencil and watercolour on artists' paper, depicting Juan Manuel Fangio in the Alfa Romeo 159 'Alfetta' on his way to victory at the rain drenched 1951 Swiss Grand Prix event held at the Bremgarten circuit on 27th May, 74 x 108cm, mounted, framed and Perspex glazed, measuring 108 x 142cm overall.

£1,000 - 1,500 €1,200 - 1,700

DEXTER BROWN (BRITISH, 1942-), A PAIR OF 1950S JAGUAR RACE SCENE ARTWORKS.

each signed, gouache on artist's board, the first depicting Jaguar XK120 at Goodwood 1951, the second depicting Ecurie Ecosse Jaguar C-Type 1954, each 9 x 28cm, mounted, framed and glazed, each measuring 28 x 46cm overall and with artist's hand-written title card fixed to reverse of frames.

(2)

£1.000 - 1.800 €1.200 - 2.100







53 AR

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'ENZO FERRARI',

an original artwork, signed lower right and dated '1989', oil on artists' board, portrait of the legendary founder of the Ferrari marque in his later years with his iconic sunglasses, 67 x 49cm, framed.

£1,500 - 2,000 €1,700 - 2,300

54 AR ◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'FANGIO'S FIRST,

an original artwork, signed lower right and dated '11. 1989' lower left, oil on canvas, depicting the legendary driver 'The Maestro' in race helmet with goggles at the wheel of his Alfa Romeo 159 'Alfetta' single seater 1951, the season of his first of five Worlds Championships, 98 x 68cm, within gilt wooden frame, measuring 108 x 78cm overall.

£2,000 - 3,000 €2,300 - 3,500



56



57

55 AR ◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'PHIL HILL'

signed lower left and dated '12 1989', oil on canvas, portrait of the American 1961 World Championship winning Formula 1 driver in race overalls and helmet, 108 x 79cm, in gilt and wooden frame, measuring 127 x 98cm overall.

£2,000 - 3,000 €2,300 - 3,500

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'INDIANAPOLIS 500',

an original artwork, signed lower left and dated '1994', oil on canvas, race scene depicting Wilbur Shaw in the Maserati 8CTF 'Boyle Special' being chased by other Indianapolis race cars of the 1939-1941 period at 'The Brickyard', 67 x 88cm, within gilt wooden frame, measuring 81 x 101cm overall.

£2,500 - 3,500 €2,900 - 4,100

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'FANGIO - 1949 AUTODROME **GRAND PRIX',**

an original artwork, signed lower right and dated '1995', oil on canvas, race scene depicting Juan Manuel Fangio in the Ferrari 166F2 on the banking leading Ferrari and Maserati and the rest of the field on his way to victory at the Autodromo di Monza on 26th June, 81 x 92cm, within gilt wooden frame, measuring 88 x 100cm overall.

£3,000 - 4,000 €3,500 - 4,600











60 58 AR ◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'ALFA ROMEO 8C 2900',

signed lower right and dated '1991', oil on canvas, depicting car number 122 at speed in a mountain setting at a European hillclimb event, 98 x 79cm framed, measuring 114 x 95cm overall.

£3,500 - 4,500 €4,100 - 5,200 59 AR ◊◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'MOSS VS FANGIO - 1956 MONACO **GRAND PRIX',**

an original artwork, signed lower edge, oil on canvas, race scene depicting Moss in the Maserati 250F leading Fangio in the Lancia-Ferrari D50 alongside the harbour towards Tabac, on his way to victory at the event held at the Monte-Carlo street circuit on 13th May, 96 x 133cm, framed, measuring 106 x 143cm overall.

£4,000 - 6,000 €4,600 - 6,900 60 AR ◊◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), 'MONACO MAESTRO',

an original artwork, signed lower left and dated '12. 1995', oil on canvas, race scene depicting Juan Manuel Fangio in the Alfa Romeo 158 on his way to victory at the 1950 Monaco Grand Prix, leading Philippe Etancelin's Talbot-Lago T26C and Bob Gerard's ERA Type A up Beau Rivage at the event held on 21st May at the Monte Carlo street circuit, 98 x 130cm, set within grey painted and gilt wooden frame, measuring 107 x 139cm overall.

£4,000 - 6,000 €4,600 - 6,900 61 AR ◊◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), '1956 BUENOS AIRES 1,000KM',

an original artwork, signed lower right and dated '1996', oil on canvas, race scene depicting Juan Manuel Fangio in the Ferrari 410 Sport Scaglietti Spyder, eventual winner Stirling Moss in the Maserati 300S, and the Musso/Collins Ferrari 410 Sport Scaglietti Spyder leading the field into the corner at the event held at the Autodromo Municipal-Avenida Paz on 29th January, 138 x 110cm, framed, measuring 151 x 122cm overall.

£4,000 - 6,000 €4,600 - 6,900

62 AR ◊◊

ALFREDO DE LA MARIA (URUGUAYAN 1945-), '1951 BUENOS AIRES GRAND PRIX'.

an original artwork, signed lower right and dated 1993, oil on canvas, race scene depicting Juan Manuel Fangio in the Mercedes-Benz W154 tussling for position through the corner with eventual winner Jose Froilan Gonzalez in the Ferrari 166 FL, with a Maserati 4CL crashing into the hay bales at the Formula Libre V Gran Premio del General Juan Perón y de la Ciudad de Buenos Aires event held on 18th February at the Costanero Norte street circuit, 105 x 113cm, framed, measuring 118 x 126cm overall.

£4,000 - 6,000 €4,600 - 6,900

63

A RACING CAR CERAMIC PLAQUE, BY J MARTEL, FRENCH 1920S,

signed 'J Martel' to lower right corner, numbered '5/20' to lower left corner, rectangular plaque with Cubist style design in relief of a speeding vintage race car with driver, 14 x 44cm.

£1,000 - 1,500 €1,200 - 1,700

See Bonhams Paris 6 Feb 2014, sale 21768, lot 64.

64 AR ◊◊

GREGORY PERCIVAL (BRITISH, 1964-), 'BURT MUNRO' SCULPTURE, 2021,

limited edition, signed and numbered AP 002/004, comprising bronze figure of Munro in the 'World's Fastest Indian', cast clear hand-polished resin 'wake' and white limestone base, 92cm long, together with a certificate of issue dated December 2021.

£2,500 - 3,500 €2,900 - 4,100



62



63













ASTON MARTIN

A HAND-PAINTED 'MR DRIP' STANDING FORECOURT DISPLAY FIGURE,

modern, fibreglass construction, depicting the Esso advertising character, for garage display, 120cm high.

£800 - 1,000

€930 - 1,200



65 ◊◊

A HAND-PAINTED 'MRS DRIP' STANDING FORECOURT DISPLAY FIGURE,

modern, fibreglass construction, depicting the Esso advertising character, for garage display, 120cm high.

£800 - 1,000

€930 - 1,200



A HAND-PAINTED 'JUNIOR DRIP' STANDING FORECOURT DISPLAY FIGURE,

modern, fibreglass construction, depicting the Esso advertising character, for garage display, 100cm high.

£800 - 1,000

€930 - 1,200

68 ◊◊

A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT DISPLAY FIGURE,

modern, fibreglass construction, depicting the Michelin advertising figure with 'Le Pneu Michelin' sash, for garage display, 120cm high.

£800 - 1,200

€930 - 1,400

69 ◊◊

TWO ASTON MARTIN THEMED GARAGE **DISPLAY EMBLEMS,**

modern, the first a hand-painted commemorative oval with fibreglass raised laurel wreath surround, celebrating Jim Clark's outing in the Aston Martin DB4 GT Zagato at the 1961 Goodwood Tourist Trophy Meeting, 120cm wide, the second cold-cast resin and bronze composite, in the form of the Aston Martin winged emblem, 150cm wide. (2)

£800 - 1,000

€930 - 1,200

70 ◊◊

TWO 'ASTON MARTIN' AND 'ZAGATO MILANO' GARAGE DISPLAY SIGNS.

modern, each cold-cast resin and aluminium composite, the first in the form of the Aston Martin winged emblem, 154cm wide, the second in the form of the Zagato 'Z' coachwork badge, 64 x 100cm.

£800 - 1,000

€930 - 1,200

A HAND-PAINTED 'FERRARI SCAGLIETTI DINO 246 GT' GARAGE DISPLAY SIGN,

modern, cold-cast resin and aluminium composite, 118 x 64cm, offered together with an original acrylic on canvas artwork depicting Ferrari 275 GTS/GTB lettering, 120 x 118cm, each for garage display.

£800 - 1.200

€930 - 1,400



69







72



71









72 ◊◊

TWO HAND-PAINTED 'JAGUAR C-TYPE' AND 'D-TYPE' GARAGE DISPLAY ROUNDELS,

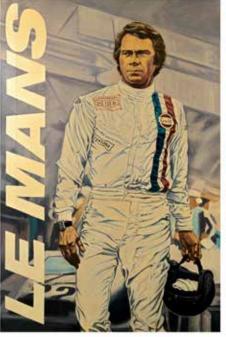
modern, each cold-cast resin and bronze composite, celebrating the Jaguar C-Type and D-Type models, each 80cm diameter.

£800 - 1,000 €930 - 1,200 73 ◊◊

TWO HAND-PAINTED 'GULF PORSCHE LE MANS' COMMEMORATIVE ROUNDELS,

modern, each with fibreglass raised laurel wreath surround, the first celebrating the 1971 Le Mans Victory for the Porsche 917K driven by Dr. Helmut Marko and Gijs van Lennep, the second celebrating the 1971 Solar Productions 'Le Mans' film starring Steve McQueen featuring the Gulf Porsche 917K, each 105cm diameter, for garage display.

£800 - 1,200 €930 - 1,400



74

74 ◊◊

'STEVE MCQUEEN - LE MANS', AN ORIGINAL ARTWORK ON CANVAS.

modern, acrylic on canvas, iconic portrait depiction of McQueen from the 1971 Le Mans film, 130 x 85cm.

£800 - 1,000 €930 - 1,200

TWO HEUER 'JAMES HUNT' AND 'NIKI LAUDA' MINIATURE HELMET **ALARM CLOCKS, CIRCA 1976,**

in the form of miniature plastic full-face F1 helmets with visors, with integral Swiss made Heuer battery-powered alarm clocks, both decorated in driver's colours, comprising 'James Hunt' helmet in black with GoodYear, Marlboro and Texaco stickers (dent to crown), and 'Niki Lauda' helmet in red with GoodYear. Romerouelle, and Raiffeisen Bank stickers and Marlboro visor strip, (split to front face guard), each 12cm high.

(2)£800 - 1,000 €930 - 1,200

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



A TIMEKEEPER'S CLIPBOARD MOUNTED WITH THREE HEUER STOPWATCHES, 1960S,

comprising of three 60 second stopwatches (working at time of cataloguing) mounted on a black Perspex clip board, complete with a lever to operate all three stopwatches simultaneously and a lap counter, with spare lap time sheets and laminated instructions.

£800 - 1,200 €930 - 1,400

TWO NICKEL-PLATED COUNTERS BY **FABRIQUE DE BILLARDS,**

stamped with maker's markings and further stamped 'Ch. Toulet Soc. Anon - Bruxelles-Amsterdam Eindhoven-Lille' each with twin window counters operated by side levers and in functioning order, originally billiards score counters but would suit as dashboard mounting lap counters for vintage racing, each 17.5cm wide overall.

£800 - 1,000 €930 - 1,200

AN ELLIOTT DOUBLE SPEEDOMETER. **BRITISH, CIRCA 1908,**

number 8455, comprising 5-40mph speedometer 10cm bezel with bevelled glass lens, and milometer with trip, lens and needle missing, 8cm diameter, internal condition and completeness untested.

£1,400 - 1,800 €1,600 - 2,100

A PAIR OF HEUER "ALLSTATE" DASHBOARD TIMEPIECES FOR SEARS **ROEBUCK & CO, SWISS MADE FOR** AMERICAN MARKET,

comprising Heuer Super Autavia, number 7791, black dial numbered in white with hours, minutes and seconds with subsiduary seconds and 0-30 dials, rotating outer chapter marked 0-100, some painted luminous details, unadjusted 17 jewel movement, marked 'Ed Heuer & Co' to escapement, with Ed Heuer & Co backplate (re-set button inoperative); and Heuer Autorally, number 9517, black dial

numbered in white with minutes and seconds with outer chapter marked 0-100, some painted luminous details, unadjusted 7 jewel movement, marked 'Heuer-Leonidas SA' to escapement, with Sears Roebuck and Co backplate; each 5.4cm diameter, mounted on a Sears Roebuck and Co dashboard mounting plate 11.2cm wide overall

£3,500 - 4,500 €4,100 - 5,200

80 ◊

A TRIPLE SET OF WEBER TYPE 40 **DCNF 3 CARBURETTORS, TO SUIT DINO V6 ENGINE,**

Italian manufacture, further stamped '8G' type, with manifold cast 'FIAT' and '135 B 000' and '1 S 9' and '4177745' to either side, with linkage, fitted with 'Ferrari' tags, believed suit Fiat Dino Coupe Spider, used condition, inspection advised.

£800 - 1,200 €930 - 1,400

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.





A TYRRELL TEAM 'TRAVEL' STEERING WHEEL BY ALPHA, MID-1990S, SIGNED BY KEN TYRRELL AND MIKA SALO,

the three-spoke wheel with black leather grip and without controls, bearing 'Tyrrell' branding and Alpha maker's mark to hub, signed to the hub by Ken Tyrrell and team driver Mika Salo in silver-coloured marker, reportedly used during transportation of the team cars 'between races'.

£800 - 1,000 €930 - 1,200

A STEERING WHEEL TO SUIT PRE-WAR BENTLEY,

later replacement four-spoke wheel with hub, with threaded fixings to believed original black composite outer rim with ribbed grip, 46cm outside diameter.

£800 - 1,000 €930 - 1,200

A WOOD-RIMMED STEERING WHEEL BY MOMO OF ITALY, DATED 1979,

dished alloy three-spoke wheel with brushed finish, marked 'Momo' to front and stamped 'MADE IN ITALY 5-79' to rear of lower spoke, with varnished wooden rim with ribbed grip, 34.5cm outside diameter.

£800 - 1,200 €930 - 1.400

A HELLEBORE WOOD-RIMMED STEERING WHEEL, ITALIAN,

deep-dished three-spoke alloy wheel, marked 'Hellebore' to front of right spoke and stamped '4 1' to rear of lower spoke, fitted with central hub and with varnished wood rim with ribbed grip, 38cm outside diameter.

£800 - 1,200 €930 - 1,400



AN INDY FERRARI WOOD-RIMMED STEERING WHEEL BY MOMO OF ITALY,

black-painted three-spoke alloy wheel, marked Indy and 'CK' to front and 'PAT. MOMO ITALY' to rear of lower spoke, with varnished wood rim with ribbed grip, and fitted with Ferrari horn push centre with hub, 36cm outside diameter, some light use.

£800 - 1.200 €930 - 1,400

86

A 1996 LE MANS MCLAREN F1 GTR 'TEAM **BIGAZZI' RACE-USED STEERING WHEEL** BY PERSONAL,

three-spoke wheel with black leather stitched grip, carbon fibre 'GTR' disc to centre, as fitted to chassis #016R, the No.38 car, as driven to 10th place in the GT1 class and 11th place overall by Jacques Laffite, Steve Soper and Marc Duez for the Bigazzi Team at the 1996 24-Hour endurance event, before being removed from the car prior to its retirement from competition duty and conversion to road use, showing signs of race use with rubbing to leather, the reverse of the hub bearing sticker and hand-written in gold-coloured marker 'LH016R', offered together with a photographic image of the wheel 'in-situ' and four sheets of provenance and related information.

£1,000 - 1,400 €1,200 - 1,600 87 ◊◊

A MCLAREN SENNA PROTOTYPE REAR WING,

used during the development of the McLaren Senna in 2018 on vehicle VP736-P15, carbon fibre composite construction with McLaren orange rear wing end plates, signed by 16 employees of McLaren, presented as a leaving gift, with Batman winged logo to centre, measuring 180 x 40 x 28cm overall.

£4.000 - 5.000 €4,600 - 5,800

A BENTLEY CONTINENTAL LIMITED **EDITION LADY'S LEATHER HANDBAG AND** ACCESSORIES SUITE.

modern, Italian manufacture, limited edition set in calfskin, comprising handbag, in twotone Neptune and Imperial Blue calfskin leather, (Model No.BL1124), with detachable shoulder strap, zip-fastening with guilted blue leather interior, interior pockets, and plaque numbered '016' of 80 examples, 40cm wide, and with interior pouch on leather strap, in draw-string cloth protective outer bag; and a zip-fastening two-section purse in blue leather, (Model No.BL1133), with beige leather interior, 21cm wide; and a highly polished metal hand-mirror in blue leather sleeve, (Model No.BL1136), 14cm wide; both with pale grey cloth dust-bags and in presentation boxes. each piece bearing Bentley Winged 'B' badge, in seemingly good order showing little sign of use, together with two leather chord handled Bentley paper retail carrier bags, all contained in original larger Bentley presentation box with lid, measuring 47 x 21 x 56cm overall.

£800 - 1,000 €930 - 1,200



89 ◊◊

A SET OF FOUR PIECES OF CUSTOM MADE LUGGAGE TO SUIT A 2+2 SPORTS CAR,

made to order by Lane Leather Company of West Sussex in 2013, comprising a large hard case, in blue leather with matching straps, yellow lining and stitching, 73 x 50 x 28cm and a small matching blue leather hard case, 37 x 27 x 15cm, (with key) to fit in the boot of the car and two matching blue leather and canvas softcases designed to fit behind the seats in the +2 seats, each 45 x 40 x 26cm, some travel wear.

£800 - 1,200 €930 - 1,400

90 ◊

TWO MOTORING CASES BY MOYNAT

two graduated cases with sloped backs, brown leather-cloth exteriors and re-enforced edge trim, bearing Moynat maker's triangular metal maker's plaques to one end, one with dark brown and the other with lighter brown leather handle, with brass locks and catches, each with beige-cloth lined interiors, (some old stains and spotting commensurate with age), and brown leather interior straps, the larger 85 x 42 x 16.5cm, the smaller 85 x 37 x 16.5cm.

£1,000 - 1,500 €1,200 - 1,700

A SUITCASE BY HERMES OF PARIS, **CIRCA 1930.**

beige canvas case applied with travel labels, with dark brown leather corners, brass lock and catches with Hermes markings and replacement brown leather handle, the lid opening to interior with beige cloth-lined interior with leather straps, and front edge bearing Hermes of Paris maker's marks, the case measuring 61 x 38 x 18cm, offered with two keys.

£1,200 - 1,800 €1,400 - 2,100

A PORTMANTEAU BY HERMES OF PARIS, MID-20TH CENTURY,

beige canvas case with honey leather corners, edge trim and handle, brass lock and catches with Hermes markings, the lid opening to beige cloth-lined interior with front edge bearing Hermes of Paris maker's mark, zip-fastening upper section containing leather straps, with a divider panel and the lower section fitted with two plywood coat hangers, leather straps and key with 'cloche' leather pouch, the case measuring 65 x 49 x 21cm overall, offered together with black canvas and leather 'foul weather' outer protective cover with pop-stud fastenings.

£2,000 - 2,500 €2,300 - 2,900 93

A SET OF FOUR PIECES OF FERRARI 308 **LUGGAGE BY SCHEDONI, ITALIAN, 1980S,**

in tan leather, comprising two large cases with outer pouches; a vanity case; and a shoe case with four cloth shoe covers and two polishers; each main luggage piece stamped with Ferrari Cavallino emblem, with keys and leather Ferrari luggage tag, used condition, after long period of storage the leather would benefit from a feed before use. (Qty)

£3,000 - 4,000 €3,500 - 4,600

an O

A LARGE LEATHER SUITCASE/TRUNK BY HERMES OF PARIS, MID-1920S,

heavy brown pigskin leather case with brown leather re-enforced corners and edging, with main leather handle and two leather side handles, the brass locks with Hermes of Paris stamping, the lid opening to interior bearing Hermes branding to front edge, with beige cloth-lined with two leather straps, and with lift-out tray with two leather straps and leather side handle (one canvas replacement side handle), offered with key, some staining and old marks commensurate with age, measuring 86 x 49 x 30cm overall, offered with a page dated 5th June 1926 from L'Illustration magazine with Hermes publicity advertising the case.

£4,000 - 6,000 €4,600 - 6,900



95 ◊

A CASED PICNIC SET FOR FOUR PERSONS, BY BARRETT & SONS OF **PICCADILLY, CIRCA 1920,**

black Rexine case with nickelled handles, lock and catches, the lid opening to interior with maroon Rexine lined compartments fitted with wicker-handled kettle and burner, large wicker-covered glass bottle, a small glass bottle, ceramic-based food container, a smaller food tin, four ceramic cups in lift-out tray, saucers, ceramic Butter and Preserves jars, four glass tumblers, and condiments jars, with four ceramic rectangular plates and cutlery housed behind leather straps in the lid, the case measuring 54 x 34 x 20cm and bearing blank metal plague to lid for monogram.

£800 - 1,200 €930 - 1,400 96 ◊◊

A LEATHER-CASED PICNIC SET FOR **FOUR PERSONS, 1920S,**

tan honey leather case with handle, nickelled locks with catches, the lid opening to compartmentalised tan suede lined interior, fitted with large ribbed Thermos flask, one large and two smaller metal food boxes, a lift-out trav containing four Mintons gilt-handled bone china tea-cups and four glass tumblers, two ceramic condiments jars by G.W.Scott & Sons, and a pig-skin leather folding panel containing knives and forks, with four circular enamel plates, three bone china saucers (one missing) and other cutlery housed behind leather straps in the lid, the case with old marks, stains and scuffs and bearing 'P.B.' gilt initials to lid, 66cm wide.

£1,000 - 1,500 €1,200 - 1,700 97 ◊

A CASED 'CORACLE' PICNIC SET FOR SIX PERSONS, CIRCA 1920,

black leather-cloth case with nickelled handles, lock, and catches, the lid opening to interior with wicker framework fitted with two large Thermos flasks, two wicker covered glass drinks bottles with stoppers, two smaller glass bottles, two Coracle brand ceramic-based food containers, a set of six Bisto bone china cups with matching saucers, six stacked glass tumblers, ceramic Butter and Preserves jars, and condiments jars, with six rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 73 x 42 x 20cm overall, and complete with brown canvas and leather 'foul weather' protective outer cover with pop-stud fastenings.

£2,000 - 3,000 €2,300 - 3,500



98 ◊◊

A BRISTOL FIGHTER SHOWROOM DISPLAY CAR MODEL, 2004-2011,

stylised fibreglass composite body, painted blue with silvered windscreens, hollow cast with remains of wiring for illumination, and four wheels (detached), approximately 150cm overall.

£800 - 1,200 €930 - 1,400

SIX 1:4 SCALE MINIATURE F1 STEERING WHEEL MODELS BY AMALGAM,

hand-built models, each displayed within miniature display case and comprising: BMW Sauber F1.07; Ferrari 248 F1; Ferrari 150 Italia; Ferrari F2007; McLaren Mercedes MP4-22A; and Williams FW28; each 9cm long in case with outer sleeve, with Certificates of Authenticity and five in seemingly unused condition with carton boxes.

£800 - 1,000 €930 - 1,200 100

THREE BOXED 1:18 SCALE 1934 MERCEDES-BENZ W25 LIMITED EDITION MODELS. BY CMC MODELS OF GERMANY.

hand-built finely detailed mainly metal models, in three race guises, comprising Manfred von Brauchitsch's 1934 ADAC Eifelrennen winning No.20 car, in 'Dirty Hero' race-used 'Silver Arrows' livery, (Item No.M-147), with display base with engraved plaque, limited edition of 1000; another of the von Brauchitsch 1934 Eifelrennen winning No.20 car, in pre-race 'clean' 'Silver Arrows' livery, (Item No.M-103), limited edition of 2000; and one 'Mythos' version of the 1934 Eifelrennen debut car, in pre-race white livery, (Item No.M-065), limited edition 2610/3000; each boxed with packing and in seemingly unused condition.

£800 - 1,000 €930 - 1,200

A FINE 1:8 SCALE MODEL JAGUAR XK 120 BY NEVILLE SMITH, DATED FEB 99,

kerbside model, signed and dated by the model maker to the underside, red-painted cast resin body, with detailed cockpit, wire-spoked wheels, mounted on a wooden display base under a Perspex cover, 60.5cm long overall. £900 - 1,200

€1,000 - 1,400



EIGHT CASED 1:12 SCALE MINIATURE F1 NOSE-CONE MODELS BY AMALGAM,

hand-built models of nose-cones with front wing section, each mounted on display base with title plaque and comprising: Ferrari F2008; BMW Sauber F1.07; McLaren Mercedes MP4-22A; McLaren Mercedes MP4-23A wearing Lewis Hamilton race number 23; 2007 Red Bull RB3; 2012 Red Bull RB8; Ferrari F2007 (left end plate broken); and Brawn GP F1090; each in presentation box, seven with Certificate of Authenticity and outer sleeve, six in carton boxes.

(8)

£1,000 - 1,400 €1,200 - 1,600

103 ◊

A 1:8 SCALE MODEL OF JEAN ALESI'S 1991 FERRARI 643 F1 CAR,

kerbside model with metal body with plastic parts, finished in Rosso Corsa race livery with Fiat, Marlboro, Agip, Pioneer and other sponsors' logos and Alesi race number 28, with articulating front steering, rubber tyres, depicting the car as driven by Jean Alesi during the 1991 season, bearing 'Cornes Ferrari Sole official importer' sticker to each side, measuring 56cm long, mounted to black Perspex base with title plaque under Perspex display case, measuring 62 x 32 x 21cm overall.

£1,000 - 1,500 €1,200 - 1,700 104 ◊

A FINE 1:8 SCALE SCRATCH-BUILT MODEL OF THE 1959 TONY BROOKS FRENCH GRAND PRIX WINNING FERRARI 246 F1 BY JAVAN SMITH,

a detailed and limited edition 'kerbside' model of the Ferrari 246 F1, presented with a fully detailed interior, mounted on a modern display Perspex plinth with 'Ferrari' etched display case, 60 x 28 x 20cm overall, and complete with a signed and dated certificate of authenticity by the maker and Tony Brooks.

£2,000 - 3,000 €2,300 - 3,500

105 ◊◊

A 1:3 SCALE FIBREGLASS 'FERRARI F40' BODY SHELL,

modern, cast from an original produced by Pininfarina/Ferrari for shows and main dealers to promote the new model in the late 1980s, finished in 'Rosso Corsa' livery, 170cm long.

£1,300 - 1,600 €1,500 - 1,900 106◊◊

A 1:6 SCALE LIMITED EDITION MODEL OF THE 2007 SEASON ING RENAULT R27 F1 TEAM CAR,

resin body kerbside model, finished in yellow, orange, white and blue race livery and with ING and other sponsors' logos, with solid rubber tyres and detailed cockpit, as driven by Giancarlo Fisichella and Heikki Kovalainen during the 2007 season, 80cm long, mounted on a black display base with titled plaque under a Perspex display case, measuring 98 x 44 x 24cm overall.

£1,400 - 2,000 €1,600 - 2,300

10

AN M&E SPECIAL PYLON RACING CAR, BRITISH, 1947,

made by M&E Models Ltd, Devon, England, supplied by Sykes & Co of Southport, number 1292, carved wooden body, painted dark green, (some splits and wear to wood) remains of leather strap, sheet tin bonnet, radiator grille loose, metal I rail chassis, coiled spring suspension to rear axle, Stenor 6 engine with differential drive to front axle, cast aluminium wheels with Cressite rubber tyres, wheelbase 30.5cm, overall 19 5/8in long, sold together with a Stenor 6 instruction leaflet and a 1:2 scale plan of the car.

(Qty) £1,500 - 2,500

£1,500 - 2,500 €1,700 - 2,900





108 (detail)







109 (detail)





110 (detail)

A 1:15 SCALE MODEL OF A 1933 ALFA ROMEO 8C 2300 MONZA, BY **GERALD WINGROVE,**

finely detailed scratch-built model with hinged bonnet revealing engine, constructed from mainly brass, copper and aluminium parts, believed one of a series of 7 models produced in various guises by Wingrove from 1983-2002, post-2000 model inscribed to underside '1933 2.3 Alfa Romeo by Gerald Wingrove MBE (Model Engineer)', finished in red livery, with wire-spoked wheels shod with rubber tyres, 27cm long, contained in green baize padded plywood storage case with sliding lid.

£10,000 - 14,000 €12,000 - 16,000

109

A 1:15 SCALE MODEL OF A 1932 **ALFA ROMEO 2.3 CHASSIS, BY GERALD WINGROVE.**

finely detailed scratch-built model of a 'rolling chassis' with engine, constructed from mainly brass, copper and aluminium parts, believed one of a series of 7 models produced by Wingrove from 1983-2002, believed post-2000 model inscribed to underside '1932 2.3 Alfa Romeo by Gerald A Wingrove MBE (Model Engineer)', finished in maroon livery, with wirespoked wheels shod with rubber tyres, 27cm long, contained in green baize padded plywood storage case with sliding lid, and offered with Alfa Romeo emblem mounted on polished wooden shaped block.

£8,000 - 12,000 €9,300 - 14,000

110

A 1:15 SCALE MODEL OF A 1932 **ALFA ROMEO P3 MONOPOSTO AND** MODEL ENGINE, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing engine, constructed from mainly brass, copper and aluminium parts, believed one of a series of 9 models produced by Wingrove from 1979-2002, believed pre-2000 model inscribed to underside '1932 P3 Alfa Romeo by Gerald Wingrove (Model Engineer)', finished in maroon livery, with wirespoked wheels shod with rubber tyres, 25cm long; offered together with a 1:15 scale model of a 1931 Alfa Romeo P3 engine by Wingrove, 10cm long, pre-1980 model mounted on chromed metal base inscribed '1931 P3 Alfa Romeo by Phyllis & Gerald Wingrove', both contained in green baize padded plywood storage case with sliding lid, and with small engraved title plaque on polished wooden base.

£11,000 - 15,000 €13,000 - 17,000





111 (detail)





112 (detail)





113 (detail)

A 1:15 SCALE MODEL OF A 1938 2.9 ALFA ROMEO LE MANS COUPE AND MASTER PATTERN, BY GERALD WINGROVE,

finely detailed scratch-built 'curbside' model with hinged opening doors, constructed from mainly brass, copper and aluminium parts, post-2000 model inscribed to underside '1938 2.9 Alfa Romeo Le Mans Coupe by Gerald Wingrove MBE Model Engineer Spain', finished in red livery, with wire-spoked wheels shod with rubber tyres, 30.5cm long; offered together with wooden Master Pattern for the model, in polished wood with brass body-panel contours and fitted with radiator grille, 30cm long, mounted on polished wooden plinth, both contained together within green baize padded two-tiered plywood storage case with sliding lid, and with a framed and glazed printed display of detailed plans drafted on Bentley Systems Microstation, and dated 2005, 32 x 75cm, and a folder containing loose A4 sheets of annotated plans, photocopies of technical sketches and reference images, and various colour photographs with slides of the full-size car, used by Wingrove to assist in construction of the model.

(Qty) £11,000 - 15,000 €13,000 - 17,000

A 1:15 SCALE MODEL OF A 1932 ALFA **ROMEO 2.3 8C TOURING SPIDER AND** MODEL ENGINE, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing engine and with hinged opening doors, constructed from mainly brass, copper and aluminium parts, believed one of a series of 7 models produced by Wingrove from 1983-2002, believed post-2000 model inscribed to underside '1932 2.3 Alfa Romeo Touring Spider - Gerald Wingrove MBE (Model Engineer)', finished in maroon livery, with wire-spoked wheels shod with rubber tyres, 27.5cm long, contained in green baize padded plywood storage case with sliding lid; offered together with a 1:15 scale model of a 1932 Alfa Romeo 2300 engine by Wingrove, 9.5cm long, mounted on polished metal base faintly inscribed, and with small engraved title plaque on polished wooden base. (4)

£11,000 - 15,000 €13,000 - 17,000

A 1:15 SCALE MODEL OF A 1938 ALFA **ROMEO 8C 2900 TOURING SPIDER AND** MASTER PATTERN, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing engine, constructed from mainly brass, copper and aluminium parts, believed one of a series of 7 full models produced in various guises by Wingrove from 1998-2002, believed pre-2000 model inscribed to underside '1938 8C 2900 Alfa Romeo by Gerald Wingrove Model Engineer Spain', finished in maroon livery, with wire-spoked wheels shod with rubber tyres. 32cm long; offered together with wooden Master Pattern for the model, painted maroon and fitted with radiator grille, 30cm long, mounted on polished wooden plinth, both contained together within green baize padded two-tiered plywood storage case with sliding lid and with engraved title plaque on polished wooden plinth; offered together with three framed signed photographs taken by Clive Friend, two depicting a similar model in black livery by Wingrove, measuring 30 x 50cm (scratched to lower edge), and 19.5 x 29.5cm respectively, the other depicting a 1938 2.9 8C Mille Miglia in red, 19.5 x 29.5cm.

£10.000 - 14.000 €12,000 - 16,000





114 (detail)





115 (detail)





116 (detail)

A 1:15 SCALE MODEL OF A 1912 ROLLS-**ROYCE 40/50HP LONDON-EDINBURGH TOURER 'THE MYSTERY' AND MODEL** ENGINE, BY GERALD WINGROVE,

finely detailed scratch-built model of the car 'R-1265' with coachwork by Holmes of Derby, with hinged bonnet revealing engine and loose mounted removable body revealing underlying detailed chassis, constructed from mainly brass, copper and aluminium parts, believed one of a series of 3 models produced by Wingrove from 1995-2002, believed pre-2000 model inscribed to underside '1912 40'50 Rolls Royce by Phyllis & Gerald A. Wingrove England', unpainted with 'bare metal' brass finish bodywork, with wire-spoked wheels shod with white rubber tyres and loose mounted spare wheel to right side, 32cm long, contained in green baize padded plywood storage case with sliding lid; offered together with a 1:15 scale model of the engine by Wingrove, 11.5cm long overall, mounted on polished metal base inscribed '40/50 Rolls Royce 1912 - Phyllis & Gerald Wingrove England'; and with small engraved title plaque on polished wooden base; and with a framed printed display of 'Wingrove Collection' detailed plans drafted on Intergraph Microstation used in the construction of the model, 57 x 81cm.

£11,000 - 15,000 €13,000 - 17,000

A 1:15 SCALE MODEL OF A 1930 **DUESENBERG 'J' MURPHY BOAT-TAIL** SPEEDSTER, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing engine, hinged opening doors, and rear panel opening to reveal rear single seat, constructed from mainly brass, copper and aluminium parts, post-2000 model inscribed to underside '1930 J Duesenberg by Murphy Boat-Tail Speedster Gerald Wingrove MBE Model Engineer', finished in two-tone black and bare metal livery, with wire-spoked wheels shod with rubber tyres, seat back loose but present, 38cm long, contained in green baize padded plywood storage case with sliding lid; offered together with small engraved title plaque and a 'Duesenberg Straight 8' badge, both on polished wooden plinths, and a framed colour printed image of a cutaway illustration of the car, 32 x 56cm.

£10,000 - 14,000 €12,000 - 16,000

116

A 1:15 SCALE MODEL OF A 1933 **DUESENBERG 'J' ROLLSTON** CONVERTIBLE VICTORIA AND MODEL OF A 1930 'J' ENGINE, BY GERALD WINGROVE,

finely detailed scratch-built model with hinged bonnet revealing engine and with hinged opening doors, constructed from mainly brass, copper and aluminium parts, believed pre-2000 model inscribed to underside '1933 Rollston Victoria 'J' Duesenberg - Gerald Wingrove Model Engineer', finished in grey livery with roof fixed in 'top-down' position, with wire-spoked wheels shod with white-wall rubber tyres, front seats loose, mascot detached but with replacement, 38cm long; offered together with a 1:15 scale model of a 1930 Model 'J' Duesenberg engine by Wingrove, 13cm long, mounted on polished metal frame base inscribed with details, both contained together within green baize padded plywood storage case with sliding lid; offered together with two framed signed photographs taken by Clive Friend depicting 1929 and 1932 Derham Tourster Duesenberg 'J' models by Wingrove, measuring 40 x 50cm and 30 x 50cm respectively.

£11,000 - 15,000 €13,000 - 17,000





117 (detail)

A 1:15 SCALE MODEL OF A 1933 DUESENBERG 'SJ' 'BRUNN' CHASSIS, BY GERALD WINGROVE,

finely detailed scratch-built model of the 'rolling chassis' fitted with detailed engine, radiator and mascot, constructed from mainly brass, copper and aluminium parts, red-painted chassis believed to fit Phaeton Torpedo coachwork by Brunn, with wire-spoked wheels shod with white-wall rubber tyres and mounted with two spare wheels, 38cm long; offered with 'Duesenberg' emblem on polished wooden plinth, and contained in green baize padded plywood storage case with sliding lid.

£8.000 - 12.000 €9,300 - 14,000

118

A 1:15 SCALE MODEL OF A CIRCA 1911 RUSSO BALTIQUE ENGINE. BY GERALD WINGROVE,

finely detailed, mounted on a polished metal display frame marked with Phyllis and Gerald Wingrove inscription, 7cm long overall.

£800 - 1,000 €930 - 1,200

119

A 1:15 SCALE MODEL OF A 1968 COSWORTH DFV ENGINE, BY GERALD WINGROVE,

finely detailed, 7cm long, mounted on a polished metal base inscribed 'Gerald Wingrove, on a polished wooden display base inscribed with title and 'by Phyllis & Gerald Wingrove'.

£800 - 1,000 €930 - 1.200

120

A SCALE MODEL OF A CIRCA 1925 PRATT & WHITNEY WASP RADIAL AERO ENGINE, BY GERALD WINGROVE,

finely detailed, 6cm diameter, fixed to polished metal frame on a wooden display base, 11.5cm high overall.

£800 - 1,000 €930 - 1,200







GERALD WINGROVE'S PERSONAL FILES OF PRESS CUTTINGS, EPHEMERA, AND MODEL PUBLICATIONS,

compiled by Gerald & Phyllis Wingrove and archived in six folders, containing various press cuttings, magazine and newspaper articles, congratulatory letterheads and other correspondence relating to Gerald's MBE awarded in July 2000, various photographs, and other ephemera relating to Wingrove's scale motorcar models; together with two hard-back editions with dust-jackets of The Complete Car Modeller (2nd edition 1979), and The Complete Car Modeller 2 (2nd edition 1994), both by Gerald A.Wingrove, (volume 2 with handwritten dedication by Phyllis & Gerald), and three soft-back editions of the same, two for Volume 1 and one for volume 2; together with two small Wingrove plaques on polished wooden plinths, and offered together with two framed signed colour photographs taken by Clive Friend depicting other models by Wingrove of a 1938 Bugatti Type 57sc 'Corsica', and a 1938 Cord 812 Coupe, measuring 40 x 50cm, and 30 x 50cm respectively. (Qty)

£800 - 1,000 €930 - 1,200

A 1:20 SCALE SCRATCH-BUILT MODEL OF A 1930 LEA-FRANCIS HYPER SPORTS BY GERALD WINGROVE,

finely detailed 'curbside' model, 1 of 2 models constructed in 1974, finished in olive green with chrome plated brightwork, pale yellow painted wire-spoked wheels fitted with rubber tyres, the cockpit with detailed dashboard, steering wheel and red seat, the car bearing registration number LV 8301, 20cm long, with Gerald Wingrove inscription to underside, originally from the collection of the National Motor Museum Beaulieu.

£2,000 - 3,000 €2,300 - 3,500



121





122 (detail)



A 1:20 SCALE SCRATCH-BUILT MODEL OF **EMERSON FITTIPALDI'S 1974 MCLAREN** M23 BY GERALD WINGROVE,

constructed 1975, 1 of 4 examples built, finely detailed model of Fittipaldi's 1974 Formula 1 World Championship winning car, with engine, cockpit and suspension detailing and with rubber tyres, finished in red and white race livery and wearing race number 5, with Marlboro, Texaco and GoodYear sponsors' branding, with Gerald Wingrove inscription to underside, 23cm long, fixed to original wooden base with green velvet platform bearing Gerald Wingrove engraved plaque, complete with Perspex display case, the case measuring 30 x 15 x 15cm overall.

£1,500 - 2,000 €1,700 - 2,300

124

A 1:15TH SCALE SCRATCH-BUILT MODEL OF AN ALFA ROMEO 8C-2900 ENGINE BY **GERALD WINGROVE,**

white metal construction, finely detailed model of the 8-cylinder engine, mounted on a polished metal display frame marked with Phyllis and Gerald Wingrove inscription, 9cm long overall.

£1,200 - 1,600 €1,400 - 1,900 125

A 1:5 SCALE MODEL 28HP 3 CYLINDER ANZANI AERO ENGINE BY A. WALSHAW,

finely detailed engineered model, with truncated wooden propeller, engine turns with compression and working pushrods, mounted on a custom stand above a wooden base fitted with an engraved plaque.

£3,500 - 4,500 €4,100 - 5,200

The underside of the base is applied with a typed note, signed A. Walshaw and dated

"This model of the 28Hp military type Anzani engine used by W. H. Ewen in the first crossing of the Firth of Forth in 1911 is to exact scale externally and internally accurately follows prototype practice but not exactly to scale size. I was unable to find out how the magnetodistributor was driven from the armature shaft, but the method used was the one most probable".

126

A SUPERB 1:5 SCALE MODEL OF A CIRCA 1916 100HP GNOME ROTARY AERO **ENGINE BY A WALSHAW,**

finely detailed engineered model, with truncated wooden propeller, engine turns with compression and working pushrods, mounted on a custom stand above a wooden base fitted with an engraved plaque, with Perspex cover (repaired).

£8,000 - 10,000 €9,300 - 12,000

In the 1970s, Anthony 'Tony' Walshaw followed in his father's footsteps and wrote model making and engineering articles for 'Model Engineer' magazine. His father, Tom Walshaw wrote under the nom de plume of Tubal Cain. Both were master model builders, 'Tony' was best known for his 1:5 scale Merlin engines and his other superb 1:5 scale aero engine series.











127 ◊◊◊

A 'JUNIOR BRESCIA BUGATTI' CHILD'S CAR, BY ALLYFAB OF DERBYSHIRE IN

hand-crafted lightweight specification, black painted steel box section chassis, aluminium body frame and riveted bodywork, painted blue with leather bonnet straps, stainless steel floor pan with aluminium dashboard, steel tube front axle, sprocket rear axle, rear keyed disc brakes, pedal calliper braking system, spoked chrome wheels shod with 17 inch Kings Tire rubber, powered by new 6.5hp Launtop LT200 pull-start engine with push-start button on dash, wooden steering wheel to rack and pinion steering, 215cm long, 100cm wide, 85cm high. £2,500 - 3,500

€2,900 - 4,100

128 ◊◊◊

AN AUSTIN J40 PEDAL CAR,

chassis no 31238 (late 1970 model), off white "Old English white", with maroon upholstery, chromed brightwork, bonnet lifting to reveal 'engine bay' with spark plugs and cylinder head, battery cage, working headlights (one with loose lens) steering wheel with central horn push, opening boot, play-worn with some scratches, marks, denting, 156cm long overall, together with a copy of the J40 wiring diagram, 11 J40 pedal club magazines, a laminated rally sign, swatch of vinyl material for the seats and a selection of J40 photographs.

£3,000 - 4,000 €3,500 - 4,600 129 ◊◊◊

A PETROL DRIVEN HALF SCALE PORSCHE 935 CHILD'S CAR,

modern construction, electric start 4 Hp Subaru Robin petrol engine, centrifugal clutch, with chain drive to rear axle fitted with differential, hydraulic disc brake, carbon fibre and aluminium honeycomb composite floor with bronze welded tubular chassis and roll hoop, rack and pinion steering, glass fibre two piece bodywork with lckx /Bell Martini Porsche graphics, the front end opening on gas struts for driver access, the tail end hinges from rear to allow access to engine, small chips to end of rear wing, approximately 2cm long, 250cm long x 70cm high overall.

£13,000 - 15,000 €15,000 - 17,000

See Bonhams 24122 lot 97 Goodwood Revival 2017. According to information supplied by the previous vendor this car was built to suit a child from approximately 7 to 12 years of age and up to approximately 1.6m tall.

















133

A FRAMED PAIR OF 2014 SEASON LEWIS HAMILTON REPLICA PUMA RACE GLOVES,

the sponsors' gift replica gloves in white with Puma, IWC 'wristwatch' and IWC Schaffhausen logo designs, of the same design as worn by Hamilton during the 2014 season driving for AMG Petronas Mercedes F1, display mounted to carbon-fibre effect backing with Mercedes-Benz logo, framed and glazed, 46 x 46cm, with Certificate of Authenticity; offered together with a circa 2000 'McLaren - Champions of the Future' Aria tinted Karting visor, signed by Hamilton in gold-coloured marker.

£1,000 - 1,400 €1,200 - 1,600

131

A SIGNED MCLAREN MP4-22 REAR WING **END PLATE USED BY LEWIS HAMILTON IN** HIS 2007 DEBUT SEASON,

signed by Lewis Hamilton and Ron Dennis in black marker, the wing of carbon fibre construction, painted silver with brand logos in black for Henkel. Schuco. Windows + Solar. Hilton and Mobil, minor marks from use, 51 x 59cm, mounted, framed and glazed, 68 x 77cm.

£1,500 - 2,000 €1,700 - 2,300

According to information supplied by the vendor, the item was obtained from an employee of McLaren direct from the race team, and then had it framed.

FOUR FERRARI PAINT COLOUR AND SAMPLES BOOKLETS.

comprising a 1985 Glasurit paint colour range booklet; a 1979 paint colour range booklet; a carpet samples booklet; and a Connolly Leather samples booklet.

£800 - 1.000 €930 - 1,200

JOHN 'JACK' SCALES (1886-1962): A RACING DRIVER'S PERSONAL ARCHIVE;

comprising a collection of photographs, correspondence, ephemera, trophies and other commemorative items relating to his career; including a bronze plaque designed by S. Johnson, presented by Societa Sportiva La Torino engraved "Gars Motociclistica Record 10KM 1913, Categorica 1000cm3, 1 Scales J.E. con Macchina Zenith in 5'16" 9/10", 16.5 x 16.5cm on wooden plaque; a 'Circuit des Routes Pavees 1924' trophy (one handle detached), on marble base with plague; two 'Banquet des Champions' lists for February 1925 and December 1925, each mounted with a period photograph of Scales, each framed and glazed; a good collection of period motorcycle and racing images, some in 2 albums with family photographs, others loose; assorted correspondence including letters from TASO Mathieson; a 1914 four page driving contract with terms from Eric Campbell & Co for competing in the Targa Florio; Automobiles Talbot 1923 about his employment as Head of the Final Test; FIAT reference; and other letters, telegrams, books and ephemera.

£800 - 1,200 €930 - 1,400

A well known racing driver in the Brooklands days. raced Motorcycles for Zenith and Douglas before first World War and Cars for Fiat in 1914 at the French Grand Prix amongst other races, drove his Gregoire Special at Indianapolis in 2020; Scales also raced - and won - for Talbot at Montlherv, was a reserve driver for the Sunbeam team and was in charge of testing and development for Talbot Darracq and raced on until the mid 1920's. After his racing career he set up a garage and engineering company in London, and also did some subcontracting work during the war. The 1953 October issue of the Vintage and Thoroughbred Car has a very concise interview with Scales about his career, a copy is included in this lot.







138



136 (part)

134

A 'FERRARI 250 GTO' GLASS DESKPIECE **DESIGNED BY XAVIER FROISSART FOR** CRISTAL DAUM OF PARIS,

engraved 'Daum France' to left door sill, with moulded engine and interior detail in frosted finish, 31cm long.

£800 - 1,200 €930 - 1,400

135

A GUCCI BRASS BELT BUCKLE WITH **EROTIC PIRELLI MOTORING DESIGN** AFTER SALVADOR DALI, ITALIAN, 1970S,

un-numbered, 10 x 5.7cm, the reverse with Gucci Leather Goods stamp to centre.

£800 - 1,000 €930 - 1,200

AN EROTIC PIRELLI BELT BUCKLE **DESIGNED BY SALVADOR DALI (1904-**1989), ITALIAN FOR THE AMERICAN MARKET, CIRCA 1970,

brass, the front with erotic 'car' scene, un-numbered, 72 x 44mm, some wear, together with two replica Pirelli belt buckles with Autoerotic scene after Dali, each 10.2 x 5.7cm.

£800 - 1,000 €930 - 1,200

137 †

A TIBALDI FOR BENTLEY MULSANNE STERLING SILVER FOUNTAIN PEN NUMBERED 13/90,

14.5cm long, engine turned silver with Burr Walnut cap and barrel decoration, with 18K Bentley decorated nib, complete with un-issued guarantee booklet, Burr Walnut box, bag, pen sleeve and cardboard outer box.

£800 - 1,000 €930 - 1,200

138

A 1991 AUSTRALIAN GRAND PRIX STAFF JACKET SIGNED BY MULTIPLE DRIVERS,

signatures collected by Ferenc Racz during his employment at the race event, including Ayrton Senna, Jackie Stewart, Niki Lauda. Murray Walker and others, with a letter from the former owner, and a list of signatories; together with a 1992 T-Shirt with multiple signatures, also collected by Ferenc Racz at the 1992 Australian GP, including Ricardo Patrese, Niki Lauda, Jack Brabham, Nigel Mansell, Alan Jones, Jackie Stewart and others, with a letter from the former owner and a list of signatories. (Qty)

£800 - 1,200 €930 - 1,400

135

A CASED LIMITED EDITION '1954 MERCEDES-BENZ 300 SL GULLWING' GENTLEMAN'S WRISTWATCH, BY **BAVARIAN CRONO OF GERMANY, 2016,**

137

produced in homage to the 1954 iconic Mercedes-Benz 'Gullwing' Coupe, 40mm stainless steel case (version BC-60), Swiss automatic movement, with black dial styled as a 300SL dashboard speedometer, crown wheel at 3 o'clock, fitted with black leather strap with buckle, in seemingly unused condition, offered with 3-Year Warranty Certificate dated 10/2016 and Certificate Number 1954/0138, contained with foam padding in grey cylindrical lidded tin.

£800 - 1,200 €930 - 1.400

140 ◊◊◊

A MASERATI QUATTROPORTE 4.2 V8 **ENGINE COFFEE TABLE,**

the 2005 engine reconditioned, sonically cleaned and presented as a unique coffee table with 8mm thick tempered glass custom-cut table top, mounted on castors, taking over 100 hours to complete. Offered together with custom built crate and certificate for the crate to aid international shipping.

£5.000 - 6.000 €5,800 - 6,900

TEN ORIGINAL PLATES COMMISSIONED BY AYRTON SENNA FOR HIS PRIVATE JET FROM ROYAL DOULTON,

customised gold 'concord' range, each plate with Senna SS logo, comprising six 203mm diameter and four 165mm, together with matching salt and pepper pots.

£6,000 - 8,000 €6,900 - 9,300



139



140

141

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.







142 142 (detail)









143

142

142

A PAIR OF STIRLING MOSS OVERALLS BY GRENFELL CLOTH, 1953-54,

green with press stud collar flaps, jersey cuffs, elasticated ankles, white central zipper and four zip pockets. Worn, with evidence of stitched name to inside of collar, 'ghost' traces of BRDC badge location on left breast pocket, distinctive repair to left shoulder; together with a signed colour photograph of Moss circa 1954, in the overalls after the shoulder had been repaired, 40 x 30cm, rolled; assorted ephemera relating to Moss, including May 1954 'World Sports' with Moss on front cover in these overalls, other periodicals with articles about Moss; Together with three books, Robert Edwards: 'Stirling Moss' which contains an image on page 98 of moss in these overalls after the crash in the C-type with a tear on the left shoulder; Moss & Henry: 'All my races' with details of the C-Type crash on page 124; Moss & Nye: Stirling Moss, My Cars, My Career. (Qty)

£11,000 - 14,000 €13,000 - 16,000

These overalls were torn during the 1953 Daily Express Trophy Meeting when Moss crashed a C-type Jaguar in practice, an original programme for the event is included in the lot, together with a letter of provenance from the vendor.

MOSS & JENKS' 1995 'MILLE MIGLIA' **40TH ANNIVERSARY AND GOODWOOD** FESTIVAL OF SPEED RACE ROUNDEL, AS WORN BY THE FAMED 1955 MILLE MIGLIA **WINNING MERCEDES-BENZ 300 SLR** "NO.722" CAR,

the race number '300' plastic roundel with '1000 Miglia', Fin-Eco Leasing and Gruppo Bipop sponsors logos, as affixed to the bonnet of the legendary 1955 Mille Miglia winning 300 SLR, driven at both the 1995 Mille Miglia commemorative event on 18th-21st May, and later during practice on Friday at the 24th-25th June 3rd Goodwood Festival of Speed prior to the Saturday and Sunday hill climb, the car's last appearance piloted by Stirling Moss and Denis Jenkinson, and eventually retired in 2021 to the Mercedes-Benz Museum in Stuttgart. The roundel measuring 40cm diameter and bearing race and 'insect debris' mounted within glazed display frame and with Certificate of Authenticity, two sheets of related images, and offered together with a 1995 Goodwood Festival of Speed Admission Ticket signed at the event by Moss and Jenks.

£1,000 - 1,500 €1,200 - 1,700



144

A 1957 XXIV MILLE MIGLIA SILK SCARF,

believed Italian, for the event held on 11th-12th May, in cream silk and decorated in colour with floral design and circuit map of the course, some very slight fraying to hems, approximately 93 x 88cm.

£800 - 1,000 €930 - 1,200





A LARGE CRYSTAL GLASS 'CHEETAH' AWARD BY BACCARAT OF FRANCE, PRESENTED TO DAMON HILL FOR HIS 1996 F1 SEASON DRIVER'S WORLD CHAMPIONSHIP.

moulded clear crystal glass 'Cheetah on the Watch' sculpture in the form of the seated cat, etched 'Baccarat France' to underside of base, presented to Damon Hill by Mme Mongendre of France for his F1 Driver World Championship driving for Williams-Renault on the occasion of his victory at the Japanese Grand Prix, the final race of the season, the sculpture standing 27cm high, further engraved 'From Mme Mongendre France' to underside of base and engraved 'D.HILL 13.10.1996' to base upper.

£800 - 1,200 €930 - 1,400

146

A 1992 AUTOSPRINT 'CASCO D'ORO' ('GOLDEN HELMET') CONSTRUCTORS' AWARD, PRESENTED TO THE WILLIAMS RACING TEAM,

the cast bronze stylised figure of a racing driver with iridescent finish, wearing a yellow-metal full face helmet stamped '750' in lozenge mark to rear, mounted on a wooden 'podium' base with title plaque in Italian, standing 34cm high overall, awarded for victory and successes at the Constructors Championship for the Williams-Renault FW14Bs during the 1992 F1 race season.

£900 - 1,200 €1,000 - 1,400

4 4 7

A 1980 AUTOSPRINT 'CASCO DI BRONZO' ('BRONZE HELMET') DRIVER'S AWARD, PRESENTED TO CARLOS REUTEMANN.

the cast bronze stylised figure of a racing driver with iridescent finish, wearing a bronze full face helmet, mounted on a wooden 'F1' base with title plaque in Italian, standing 34.5cm high overall, awarded to Reutemann, the Argentinian driver, for his 3rd place overall standing driving the Albilad-Williams Racing Team Williams-Ford FW07 during the 1980 F1 season.

£800 - 1,000 €930 - 1,200



148

A MOET & CHANDON JEROBOAM CHAMPAGNE BOTTLE, SIGNED BY 19 FORMULA 1 CHAMPIONS,

circa 1985 green glass bottle (uncorked and empty of contents), bearing driver signatures in black and silver coloured marker to the label and glass, the bottle originally obtained at Monza in 1996 and already signed by Alain Prost, Nigel Mansell, and Michael Schumacher, with other signatures of Jack Brabham, Jackie Stewart, John Surtees, Emerson Fittipaldi, Nelson Piquet, Alan Jones, Mario Andretti, Keke Rosberg, Phil Hill, Jody Scheckter, Niki Lauda, Jenson Button, Mika Hakkinen, Jacques Villeneuve, Fernando Alonso, and Damon Hill, subsequently obtained at later events from 1996 to 2009 including Goodwood Festival of Speed, Goodwood Revival, and Silverstone British Grand Prix; the bottle 48cm high, offered together with letter of provenance. (2)

£800 - 1,200 €930 - 1,400 149

150

A SIGNED HELMET FROM THE 1994 GRAND PRIX MECHANICS TRUST EVENT AT SILVERSTONE,

148

the white open-face Skidlid MkII helmet with black snap-on peak, the signatures collected at the event in black marker, comprising Michael Schumacher, Jackie Stewart, Mikka Hakkinen, Damon Hill, Eddie Irvine, Pedro Diniz, David Coulthard, Ken Tyrrell, Jean Alesi, Mark Blundell, Martin Brundle, Gabriel Tarquini, Johnny Herbert, Murray Walker and others, together with a paddock pass for the event.

£1,200 - 1,600 €1,400 - 1,900

150

A SIGNED BELL LIMITED EDITION REPLICA HELMET FOR MARIO ANDRETTI.

representing the full-face helmet worn in the 1994 Indy Car season driving for Newman Haas, alongside teammate Nigel Mansell, painted by Bell helmets in silver, red and blue design with sponsors logos for Texaco, Havoline and Mario Andretti's own 'Arrivederci' logo to either side, clear visor applied with K-Mart logo strip, signed on left side above visor in blue marker, slight fading to signature.

£800 - 1,200 €930 - 1,400







AN OPEN FACE HELMET SIGNED BY FIVE F1 GREATS,

white with black peak, with Goodwood Road Racing Company stickers, comprising the signatures of The Late Sir Stirling Moss, Sir Jackie Stewart, Nigel Mansell, John Surtees and Damon Hill, with a letter of provenance from the Royal Automobile club together with four books individually signed by Nigel Mansell, and three further books separately signed by Jacques Villeneuve, Bernie Ecclestone and Perry McCarthy.

£800 - 1,000 €930 - 1,200 152

A 'COQ NAIN' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,

moulded 'R.LALIQUE' (with double-tailed 'Q') and 'FRANCE' to either side of base, pre-War example in the form of a standing cockerel in clear and frosted glass, measuring 20.5cm high.

£800 - 1,200 €930 - 1,400 153

A ST CHRISTOPHER GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED **1ST MARCH 1928,**

in clear glass, with intaglio moulded mark 'R.Lalique France' with early double tailed 'Q', 11.5cm high.

£800 - 1,000 €930 - 1,200











154

AN ASTON MARTIN WINGED EMBLEM AND LETTERING,

constructed from stainless steel facing, backed on black plastic, 2.2 metres in length, old tape and residue present, some old marks, cracks and scratches throughout, The large letters 24cm in height, the small letters 8.5cm in height.

(23)

£800 - 1,200 €930 - 1,400

According to information supplied by the vendor this sign was removed from the VIP entrance of the Aston Martin Gaydon Factory in 2022 when the company rebranded.

155 ◊◊

A DE HAVILLAND DRAGON RAPIDE ALLOY TWIN-BLADE PROPELLER,

the polished alloy propeller measuring 212cm long overall, as fitted to the Gipsy Six aero engined bi-plane airliner, with two hub mounting plates stamped with serial numbers, one stamped 'DRGNO61186A/X9/26 D7-O P5.94', 'FR35926' and 'GIPSY 6', with Patent Numbers, 'BOSS NO 95755B' and other stamps, the other stamped 'SALB 67965/A', 'FR35926', and 'GIPSY 6' and other stamps; offered together with a Dragonfly Mk.3 & 5 Aircraft Flight Schedule handbook, a modern battery-powered 'Altimeter' wall clock, small giclée photographic print and a framed print of a 'Scenic Flights' D-H 89a Rapide 'Bryher' 'G-AHAG'.

(5)

£800 - 1,200 €930 - 1,400



155



155

Formerly the property of Colonel Sorel, appointed as General Manager of Bugatti Cars in the UK and acquired from Sorel's estate in 1956 by C.W.P. Hampton. Acquired by the present family from the Hampton Estate sale conducted by Brooks in 1991

MIDO FOR BUGATTI. AN HISTORIC AND IMPORTANT 18K GOLD MANUAL WIND WRISTWATCH

Date: Circa 1925

Movement: 15-jewel manual wind, No.4091

Dial: Silvered radiator grille design, black Arabic numeral hour markers, black outer

minute divisions, blued steel Breguet style hands

Case: Polished Bugatti radiator form, hinged back, wire lugs, red enamel Bugatti logo

at 12, No.200753

Strap/Bracelet: Associated black leather

Buckle/Clasp: Folding clasp Signed: Case, dial & movement

Size: 24mm x 34mm





C.W.P. 'Peter' Hampton with his 8-Valve Bugatti.

Lieut. Col. W. L. Sorel, D.S.O. beside a Type 57 Bugatti. Sorel was appointed Bugatti General Manager of the English Branch in 1926.



In 1925 the inimitable Ettore Bugatti realised that using one of the most characteristic features of his cars - the horse-shoe shaped radiator - would make an extraordinary wristwatch. Even he would not have foreseen the longevity of his design still creating interest 100 years later. Bugatti commissioned Mido to create the watch and the first series were presented as gifts to his racing drivers and later to principal members of his Staff. This first edition was limited to just 54 pieces with serial number range 200736 to 200789. Subsequently three more series were produced between 1925 and 1932 in either gold or silver, limited to just 12 pieces per a batch. Of the 90 watches produced fewer than 20 examples are believed to have survived to the present day.

The watch on offer today - serial 200753 - is from the first edition and very likely presented by Ettore Bugatti personally to Colonel W.L Sorel who was the English agent for Bugatti and managed the show room and workshop on Brixton Road. Sorel was a former racing driver who once completed the famous 1903 Paris-Madrid race. Despite participating in one of the most infamously dangerous races of that period, he subsequently preferred to be cosseted in a Bugatti and was often seen in a 5-litre Type 46 saloon. After the Second World War his workshop and saleroom in Brixton Road ceased to exist and Colonel Sorel joined the Westland Aircraft Company where he spent the remainder of his career. Upon his death in 1956, aged 76, the watch was acquired from Sorel's widow by Mr C.W.P. 'Peter' Hampton.

Hampton was a prominent motor car collector who accumulated one of the finest collections of its day including the mighty 1903 Mercedes 60hp, a 1928 Mercedes-Benz S-Type, the ex-Garros 5-Litre chain-drive Bugatti and a Bugatti Type 57S. Upon the outbreak of WWII Hampton enlisted with the 4th/7th Royal Dragoon Guards, Royal Armoured Corps and rose to the rank of Lieutenant before being discharged through injury to his left arm during the Allied landings at Normandy.

Before enlisting he asked his neighbour and fellow noted collector Stanley Sears to keep an eye on his cars and ensure they were 'turned over' during his absence.

Hampton went on to become a leading light within the Bugatti Owners' Club as well as the Vintage Sports Car Club. Upon his death many of these cars and his associated automobilia, including the magnificent Mido Bugatti watch offered today, were sold at the Brooks auction at Lords Cricket Ground, July 1991. It was at this sale that the Bugatti Mido was acquired by the current owner and noted collector, who has decided after three decades with the watch it is time for its' next custodian

This sale represents a rare opportunity to own a piece of Bugatti history, from its most successful and charismatic period, and one that can be conveniently carried upon your wrist. As well as Sorel and Hampton, other prominent owners of Mido Bugatti watches have included Ettore Bugatti himself, Ettore's son Jean Bugatti, team racing driver Rene Dreyfus, racing mechanic Ernst Freidrich, Bugatti coachbuilder Mr Le Prandieres, Alfa Romeo team racing driver Rudolph Caracciola and Mercedes-Benz works-team racing drivers Louis Chiron and Mrs Elizabeth Junek. Offered with impeccable provenance, the next owner will certainly find themselves in good company.

£50,000 - 80,000 €58.000 - 93.000

Bonhams would like to thank the Bugatti Trust for their assistance.

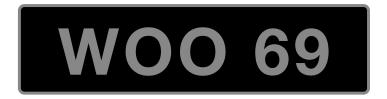
END OF AUTOMOBILIA

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly (This can take between 2 to 8 weeks to process). When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer/nominee failing to do so.

Buyers Premium is charged at car rates for lots 157 to 162



157

'WOO 69' UK VEHICLE REGISTRATION NUMBER

held on DVLA V778 Retention Document, expires 9 December 2025, originally issued in Monmouthshire, 1962.

£8,000 - 10,000 €9.300 - 12.000



'H 51', UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 27 Mar 2033.

£25,000 - 30,000 €29,000 - 35,000

This registration number was formerly fitted to a 1904 Swift 7Hp Twoseater, see lot 201 Bonhams sale 4 November 2022.

'LDD 1', UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 17 Nov 2032. This number was first issued in September 1951.

£30.000 - 40.000 €35,000 - 46,000



160

'OTR 1', UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 04 April 2033, originally issued in April 1955.

£30,000 - 40,000 €35,000 - 46,000



'HHH 1' UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 22 June 2030. This registration number was first issued in December 1954.

£55.000 - 75.000 €64,000 - 87,000

'S 23', UK VEHICLE REGISTRATION NUMBER,

held on DVLA V778 Retention Document, expires 17 Oct 2029.

£120,000 - 140,000 €140,000 - 160,000

This number was issued in Scotland in January 1904.

END OF VEHICLE REGISTRATION NUMBERS

NO LOTS

163 - 200



1954 LAND ROVER SERIES I 86" 4X4 UTILITY

Registration no. 797 UYO Chassis no. 47100402 Engine no. 245585/3

- Restoration completed in 2022
- New chassis; original bulkhead
- Original 2.0-litre petrol engine
- Optional flashing indicators







Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success following its introduction in 1948 took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, inlet-overexhaust engine - kept production costs down and cut development time.

There was permanent four-wheel drive with a lockable freewheel for the front axle, a Rover four-speed gearbox, and a two-speed transfer box offering high and low ranges. Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today.

'797 UYO' has the '2nd generation' 2.0-litre IOE petrol engine introduced on the 86" Series I in 1953. The Land Rover was purchased by the current owner approximately six years ago, having been discovered lying intact in a field. A new chassis was made, the original bulkhead repaired, and the bodywork straightened where necessary before being repainted in Heritage Green. A new canvas roof was made and the original engine overhauled by a very good local engineer: new cylinder liners, pistons, con-rods, etc and new bearings throughout. The transmission was cleaned and checked, and both axles and the braking system rebuilt, the latter with new lines and master cylinder. The carburettor was rebuilt and the fuel pump and tank renewed. The electrics were totally rewired and new lights fitted, the factory fitted PTO was overhauled and all instruments dismantled, cleaned and reassembled; indeed, the vendor says that every single nut and bolt has been apart, and either reassembled after cleaning or replaced.

Only two miles have been covered since the restoration was completed in 2022. Prospective purchasers are advised that the brakes should be used with caution, as they have not been bedded in following renewal. Described by the private vendor as in excellent condition throughout, this restored Series I 'Landie' is offered with restoration invoices and a V5C Registration Certificate.

£25,000 - 30,000 €29,000 - 35,000 No Reserve

1962/1970s C-TYPE BY WILLIAM GUTHRIE

Registration no. SES 830 Chassis no. P.158475DN Engine no. 1CH3170-8

- Built by William Guthrie in the 1970s
- Known ownership history
- Present ownership since 2010
- 3.4-litre XK engine
- Close-ratio Moss gearbox
- Suitable for use on both road and track







This early C-Type facsimile has been competing very successfully in recent years in this country's premier speed event championship for historic racing cars, the Classic Speed Championship, competing at circuits and hill climbs including Goodwood, Prescott, Shelsley Walsh, Harewood, Curborough, Wiscombe, Gurston Down and others. This C-Type was the Championship's outright winner in 2014.

The car was constructed in Aberdeen in the 1970s by the Scottish motor engineer and Ecurie Ecosse enthusiast, William Guthrie, using various components supplied to him by Jim Marland, who at the time was developing his CopyCat C-Type replicas. Guthrie sourced the XK engine, gearbox and rear axle from a 3.4-litre Jaguar Mark 2 saloon. The tubular steel chassis was constructed by Jago Developments in Chichester. The front and rear bodywork is GRP and the centre section is aluminium. Guthrie sold the car to a farmer near Glasgow, which is where the renowned classic Jaguar racer and restorer Guy Broad found it languishing in a barn in 2008. Broad recommissioned the car and passed it on to another classic car specialist, who sold it to the vendor in 2010.

The vendor's objective had been to find a C-Type facsimile that would be acceptable for competition and could be developed to provide an affordable experience that was as close as possible to the early 1950s originals. He entrusted the car to WinSpeed Motorsport where Chris Window rebuilt the engine to produce power similar to that of original production C-Types running on twin 21/2" SU carburettors. Window also fitted an early close-ratio Moss gearbox with overdrive, Zeus brake callipers and Gaz shock absorbers.

Classic car specialist James Ewing ensured that the car conformed to MSA/Motorsport UK regulations, and he also commissioned a detachable rollover bar. Suspension and overall dynamic set-up was carried out by McLaren's then test driver and development engineer, Steve Haves. Haves has also competed with the C-Type in recent years.

In keeping with 1950s competition culture, 'SES 830' has often been driven considerable distances to and from venues, and has been used for short breaks here and abroad including to the Le Mans Classic. C-Types were notorious for cooking passengers because of their close proximity to the exhaust system. For this reason the vendor has lagged the passenger compartment with discrete heat-reflecting insulation. The car wears a set of brand new Blockley tyres on its 16" wheels, and will be supplied with its rollover bar and fittings; touring and competition fire extinguishers; tonneau cover; tool kit; competition spares pack; driver's and passenger's four-point safety harnesses for touring; an in-date six-point competition harness (only to be used in conjunction with the rollover bar); a tailor-made timing splitter for sprints and hill climbs; and a tailor-made breathable car cover, and a pair of supplementary minisilencers which may be fitted in place of the side pipes, to ensure that the car will not exceed increasingly stringent noise limits at many track days. Copies of related invoices on file total £26,000-plus, and the car also comes with a V5C document and current MoT.

£60,000 - 80,000 €70,000 - 94,000

Offered from the Collection of Valentine Lindsay

1990 LONGLINE/RICARDO MKII LIGHT STRIKE VEHICLE

Registration no. A11 BUG Chassis no. L40007

- Built for use by the Special Air Service in the First Gulf War
- One of a believed five survivors out of an estimated six built
- 1.9-litre Volkswagen petrol engine
- Four-wheel drive
- Present ownership since circa 2008







Looking like something out of a Mad Max movie, this extraordinary machine is the work of the British company Longline, who were tasked by the MoD to produce a fast, lightweight strike vehicle (LSV) in the run up to the First Gulf War, suitable for use by the SAS in desert terrain. (Longline was later taken over by renowned automotive engineering consultants, Ricardo.)

Effectively a militarised dune buggy, the two-seater Longline featured an exposed tubular chassis with integral roll cage, and used modified Volkswagen suspension components and the 1.9-litre, water-cooled, flat-four engine from the German company's Transporter van. Sling points were incorporated in the chassis, enabling the LSV to be airlifted by helicopter if required. The MkI original had a two-wheel-drive transmission, and the MkII four-wheel drive, while the MkIII used a Volkswagen diesel engine instead of its predecessors' petrol unit. The LSV, also known to the MoD as the Ground Mobile Weapon Platform (GMWP), could mount a machine gun, grenade launcher, or the Milan anti-tank missile system.

Longline's LSV was capable of exceeding 60mph but would prove to be too fragile for combat duty in the desert, suspension breakages being not uncommon. It is estimated that only six examples of the MkII version, as seen here, were built, of which it is believed five remain. Details of active service are confidential given their nature; however, the vendor believes this vehicle was sent to the Gulf.

It appears the V5C was never updated with the vendor's name when he purchased the vehicle circa 2008. An updated V5C has been applied for and is expected to be with the vehicle by time of sale. This is an exciting opportunity to own a piece of modern British military history that is fairly practical in terms of size, weight and speed, and extremely rare to boot.

£28,000 - 30,000 €32,000 - 35,000

1971 TRIDENT VENTURER COUPÉ

Registration no. YRP 333J Chassis no. TBL.144.7117

- Rare British-built sports car
- Ford 3.0-litre V6 engine
- Long-term enthusiast ownership (1988-2021)







The Trident Venturer was a development of the Clipper that had started out as a Trevor Fiore styling exercise commissioned by TVR and first exhibited at the Geneva Salon in 1965. When the Blackpool-based sports car maker went through one of its many financial crises, the Clipper project was sold to Ipswich-based Bill Last, one of its dealers. Early Clippers used the TVR Grantura chassis before Last switched first to the Austin-Healey 3000 frame and then to that of the Triumph TR6 for the related Venturer and Tycoon models. Ford's 3.0-litre 'Essex' V6 engine was used in the Venturer, and the 2.5-litre fuel-injected Triumph TR6 unit in the Tycoon. Introduced in 1970, the Venturer was built on a lengthened TR6 chassis and thus featured independent suspension all round. The model would undergo numerous detail styling changes over the years, the most significant being the adoption of an opening tailgate in 1971. It is estimated that Trident built approximately 225 cars of all models between 1967 and 1978, although production in later years appears to have been minimal.

Well known in Trident and TVR circles, this Venturer formerly belonged to a prominent member of the Trident Car Club, who acquired the car in January 1988 and owned it until his death in 2021.

According to the deceased owner's hand-written account of its history, the Trident had been owned from two years old by an Essex-based millionaire. 'YRP 333J' is available as a scale model by Esval.

The car comes with a most substantial history file containing bills, invoices and photographs, some of which relate to an extensive restoration carried out in the mid/late 1990s. In 2022 the former owner's executors offered the Venturer for sale at auction where it was purchased by the current vendor. The latter describes the car as in generally excellent condition, its engine recently checked over by The Jag Workshop in London. The transmission is said to be working well, with no noises, while all the electrics are functioning, including the justrefurbished electric windows.

Offered with a V5C registration document, this Trident Venturer represents a wonderful opportunity to acquire what must be one of the very best surviving examples of this rare British sports car.

£18,000 - 25,000 €21,000 - 29,000 No Reserve

The ex-Johnny Herbert/Pedro Lamy

1993-94 LOTUS-MUGEN HONDA TYPE 107C **FORMULA 1 RACING SINGLE-SEATER**

Chassis no. 107C-01

- Iconic V10-Era Formula 1 racer
- Show car condition
- Multiple Grand Prix entrant



The Lotus Type 107-series of Formula 1 racing car chassis originated ready for the 1992 season, the second of Team Lotus's resurgence under the direction of Peter Collins and Peter Wright. That season saw the once standard-setting British team make outstanding progress with its Ford HB 3.5-litre V8-engined cars, and Lotus challenged for the 'best of the rest' title behind the established Formula 1 elite of Williams, McLaren and Benetton.

Team Lotus's technical strength had been augmented by the addition of former Leyton House (March) designer Chris Murphy. His new Type 107 chassis design had been intended originally to use a Judd V10cylinder engine but a new deal with Vickers plc - owners of Cosworth Engineering - then brought supply of the promising Ford HB unit.

Murphy pursued a design philosophy of simplicity and light weight. Both passive and active suspension systems were deployed during that year, and with drivers Mika Hakkinen - the future double-World Champion – and Johnny Herbert the Norfolk-based organisation enjoyed a promising year.

Into 1993 the updated Lotus Type 107B cars showed initial promise, still using Ford HB V8 engine power. Drivers included Johnny Herbert, Alessandro Zanardi and Pedro Lamy but for 1994 greater things were expected with an adaptation of the Type 107B chassis to exclusive 'C-spec' use of Mugen-Honda V10 power units. The increasingly cash-strapped Team Lotus's latest cars then proved generally reliable through that early season and Johnny Herbert scored seventh place finishes in both Brazil and Aida Japan. He and Pedro Lamy both qualified at Monaco but during aerodynamic rule-change testing at Silverstone, Lamy suffered a fearful accident on the old circuit's Abbey Curve and was fortunate to be extricated from the cockpit of his wrecked car with only badly broken legs.

The Lotus 107C which he was driving that day is understood to have been chassis '01' - and it is the salvaged monocogue from that incident which forms the basis of the show or display car now offered here.

We are advised that Lotus-Mugen Honda Type 107C-01 was first used in pre-season testing before its racing debut – as recorded on contemporary time sheets and set-up lists supplied by Team - driven by Johnny Herbert to finish seventh in that Brazilian GP at Interlagos, Sao Paulo. However public race reports of the time attribute chassis T107C/3 as being the Herbert car, chassis '01' here being driven by Lamy in Brazil and finishing tenth.











Chassis '01' was then Team's spare car for the Pacific GP at Aida, Japan, but based upon set-up sheets and photographic evidence it was actually raced there by Lamy, finishing eighth. It was then used by Team in testing at Imola in Italy, Snetterton at home in England and then at Croix-en-Ternois in France, its drivers including Alex Zanardi. The car was again listed as spare for the San Marino GP at Imola, but it was raced by Johnny Herbert to finish tenth after a late race-day morning clutch failure and oil leak on his originally assigned chassis '3'. Pedro Lamy then drove this car home 11th in the Monaco GP. The 22-year-old Portuguese driver was then injured in testing at Silverstone, in an accident in which this car came off the circuit at some 170mph on the approach to Bridge Corner, bursting through the adjacent debris fence and landing in a fortunately vacant spectator access tunnel.

Following the deaths of Ayrton Senna and Roland Ratzenberger at Imola, Formula 1 rule changes had been hurried through to reduce downforce and cornering speeds. Lotus's Silverstone test session was to investigate the effects of a required new cut-away aerodynamic diffuser. However, at high speed 107C-01s rear wing mounting failed, triggering the accident in which the engine and gearbox broke away from moulded carbon-composite chassis monocoque.

After Team Lotus so sadly entered administration in 1995, this surviving though severely damaged chassis '01' languished in the Lotus factory until it was purchased by the current owner in 1997 together with related wheels, tyres, wishbones, radiators, sidepods and undertray drawn from Team's redundant spares stock. Front and rear wings, nose and a race-used engine cover with full logos were also retrieved. No Mugen Honda engines were available so a Judd V10 unit (with no internal parts) plus a Lotus transmission casing were used to reassemble this car to its current rolling display form. As presented today this 3.5-litre 'atmo' era Formula 1 car also retains an original steering wheel, working dashboard, wiring looms, heat exchangers, springs and dampers plus its chassis plate and original FIA circuit transponder.

It was first shown reassembled in the 2012 Lotus festival event at Brands Hatch circuit. It is now offered here accompanied by extensively documented race and test history and contemporary set-up sheets, plus original 35mm photographic race slides, printed race photos and a dedicated photo history album - plus purchase receipts for the chassis and other components from Team Lotus. With its race and test history, and its involvement in the testing accident which led to Britain's home Grand Prix circuit itself being completely remodelled, this is a Formula 1 display car with a distinct difference...

£70,000 - 100,000 €82,000 - 120,000

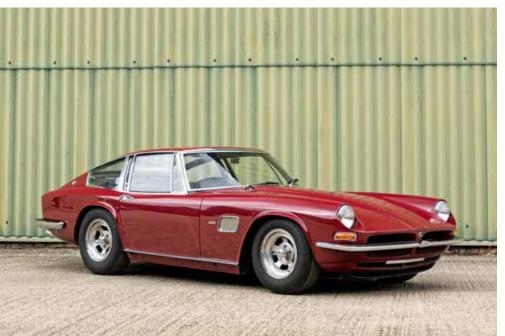
206 * N

1969 AC 428 COUPÉ

Coachwork by Carrozzeria Frua

Registration no. not UK registered Chassis no. CF42

- One of only circa 51 AC 428 Coupés made
- Very rare manual gearbox
- Present ownership since 2011
- Stored since acquisition







The concept of Italian styling coupled with American V8 horsepower was well established by the late 1960s, and no doubt influenced AC Cars' decision to reconfigure its fire-breathing Cobra sports car as a luxury Grande Routière. A Cobra MkIII coil-suspended chassis was extended by 6" in the wheelbase and despatched to Italy to be clothed in elegant steel coachwork by Pietro Frua, the result looking not unlike the latter's Maserati Mistral. The first car, a two-seater convertible, was completed in time for the 1965 Earls Court Motor Show, while the following year's Geneva Salon saw the launch of an even more sensational fastback-styled coupe. Although the 428ci (7.0-litre) Ford Galaxie engine that gave the model its name produced less power than the Cobra 427's, the 345bhp on tap was capable of delivering all the performance that customers desired.

Shrugging off the car's 1,416kgs weight and seemingly unhampered by the automatic transmission, as fitted to the majority of cars, this stupendous engine enabled road testers to record sub-six-second 0-60mph times and 0-100mph times of around 14.5 seconds, with a maximum speed in excess of 140mph. Hampered by an inflated price - the 428 cost considerably more than the contemporary Aston Martin DB6 - production never attained Cobra levels, a mere 81 being made between 1966 and 1973, the split being circa 51 coupés and only 30 convertibles (published figures vary). It is estimated that around 40 coupés remain.

First registered to a Mr Barry Jacobs of Surrey in June 1969, this example is one of an estimated six built with the manual gearbox. The current vendor purchased the car at a UK auction in November 2011. At that time the auction catalogue stated that the car came with 'bills, receipts, and MoT test certificates dating back to the 1980s'... including 'service invoices for an engine rebuild in 1988'. It was also stated that the then owner had 'overhauled and rebuilt the braking system and maintained the car in good mechanical order'.

Unfortunately, the aforementioned service records appear to have been lost. The car has been kept on static display since acquisition and will require re-commissioning before returning to the road. Accompanying documentation consists of photocopies of the 2011 auction catalogue description and bill of sale, and the car's last UK V5C Registration Certificate (for 'YPF 428G', issued in 2009).

£90,000 - 130,000 €100.000 - 150.000 No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

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1976 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Chassis no. V8/11516/RCA Engine no. V8/540/1516

- Automatic transmission
- Purchased from Aston Martin Works Service
- Dry stored since acquisition in 2012
- Requires recommissioning







"Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 60mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5 mph." - Autocar, 8 July 1971.

The acquisition of Aston Martin by Company Developments in 1972 brought with it a change of name for the V8-engined cars: out went 'DBS V8', in came 'AM V8'. This new Series 2 was readily distinguishable by its restyled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder sports cars. Electronic ignition and air conditioning were now standard. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge.

Summarising its 1973 road test of a V8 automatic, Autocar magazine revealed that the new version of the V8 Aston engine with four Weber carburettors and automatic transmission had proved nearly as quick as its manual-transmission fuel-injected predecessor and fractionally more economical, concluding that it was: "A well-equipped car with magnificent stride for long journeys."

Copies of factory records on file show that this automatic transmission model, chassis number '11516', was sold new via the distributor Aston Martin (Sales) Ltd in London. The V8 was originally finished in Cornish Gold with fawn interior trim, and left the factory equipped with Coolair air conditioning and a Philips radio/cassette, it was registered new as PHV 392R, and that number was still on it when purchased by our vendor. Unfortunately, nothing is known of its subsequent history. The current vendor purchased '11516' directly from Aston Martin Works Service in April 2012 (copy invoice on file) and exported the car. Dry stored since acquisition, the car will require recommissioning before further use.

£50,000 - 80,000 €58.000 - 93.000 No Reserve

Please note that this vehicle is not offered with a registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.





First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C Competizione revived a famous name from the Italian company's illustrious past when it entered production in 2006. Styled by Wolfgang Egger, the modernday 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sportsracers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite a UK price tag of £111,000. Alfa, though, stuck by the decision to build only 500 examples of the 8C Competizione coupé but later changed its collective mind and made a further 500 Spider roadsters, making a combined total for both types of 1,000 cars.

Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and was powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena. The 4.7-litre V8 produced 450bhp at 7,000rpm and drove via a six-speed, semiautomatic, paddle shift gearbox.











Having debuted at the Pebble Beach Concours d'Elegance in 2005, the Spider commenced production in 2009, the 8C's transformation into a convertible having been achieved by means of a two-layer electrically operated fabric roof.

No one buys an Alfa Romeo, and certainly not one as special as the 8C, without being interested in its performance potential. Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate 1,000 customers was at all dissatisfied. The Spiders all featured carbon ceramic brakes and slightly altered suspension to the coupe and are generally considered to be a better drive.

With a list price of around £175,000 - these were also considerably more expensive than the Coupe that preceded it.

Believed to be the only example in the UK finished in the stunning Grigio Magnesio (Magnesium Grey), this 8C Spider was imported by our vendor in 2015 to join an extensive Alfa Romeo collection and was UK registered in 2018 having had only one previous owner (in Italy).

This example is a very rare 'full option' car with carbon paddles and steering wheel, Bose hi-fi with sub woofer and Becker navigation head unit and, rarest of all (in a Spider), the optional luggage set comprising an overnight bag and two leather suit/dress carriers (matching the interior trim), which hang over the backs of the two seats. It is also worthwhile noting that this well cared for and little used car still has the factory-fitted protective film on the accelerator foot guard! The following items are included in the sale:

Original indoor cover in bag Tool kit Tyre compressor kit Warning triangle Soft-top in-fill panels in branded bags All books in leather binder, as supplied Both keys

Accompanying paperwork includes all the original manuals, copies of Italian registration documents and original factory order sheets, MoT to June 2024, and a manufacturer's Certificate of Conformity. Offered with a recent health-check by Meridien Modena at its last service (fewer than 100 miles ago), this gorgeous 8C Spider represents a rare opportunity to acquire a limited edition Alfa Romeo supercar that can only become increasingly collectible.

£195,000 - 245,000 €230,000 - 280,000



Force India team driver Giancarlo 'Fizi' Fizichella had experienced a tough start to his 2009 Formula 1 racing season. The small and modestly funded British-based team had run Ferrari engines the previous season and a replacement deal to use Mercedes-Benz V8 engines and McLaren 7-speed semi-automatic 'e-shift' gearboxes was struck at very short notice before the beginning of the new season.

But after that trying start to the new year the team appeared re-energised and the VJM02 design proved itself a real contender, Fisichella qualifying on a shock pole position in chassis '04' for the Belgian Grand Prix at Spa-Francorchamps and proving the car's capability by finishing second overall behind Ferrari race winner Kimi Raikonnen.

Now this modern-era Formula 1 Grand Prix car offered here is a wellpresented and significant display-specification model, made available direct from the now sensationally well-performing Aston Martin Cognizant team's historic collection. It is visually complete, finished in the Silverstone-based team's contemporary Kingfisher brewery and Whyte & Mackay whisky livery and is a rolling Formula 1 Grand Prix car offered less engine.

It has been preserved and maintained by its original constructor since its current use under the Force India team title during the 2009 Formula 1 World Championship racing series, and is here offered for public sale for the first time ex-works since the former Jordan, Midland and Spyker Force India team was acquired and renamed Racing Point for 2019, and which today has become the current - and increasingly successful -Aston Martin Cognizant Formula 1 operation.

This particular chassis – serial number '04' - is in the public record as having been introduced by the Force India team for its Italian lead driver Giancarlo Fisichella's use in the 2009 Spanish Grand Prix, round 5 of that year's Formula 1 World Championship race series, held on the Circuit de Catalunya outside Barcelona. 'Fizi' drove the car in eight pinnaclelevel Grand Prix races before being invited to join the Ferrari team for the Italian GP at Monza that September. The Italian team's Brazilian driver Felipe Massa had been injured during the Hungarian GP, and Fisichella was drafted in as his replacement alongside Kimi Raikonnen. He was replaced within the Force India-Mercedes team by another young Italian, Vitantonio Lizzi, who then drove chassis '04' in the final five Grand Prix races of the year.









Races contested by Force-India-Ferrari VJM02-04 during 2009 are listed as follows:

Spanish GP, Circuit de Catalunya - Giancarlo Fisichella - g.20th - 14th Monaco GP, Monte Carlo - Giancarlo Fisichella - q.13th - 9th Turkish GP, Istanbul - Giancarlo Fisichella - g.19th - Rtd, 4 laps, brakes British GP, Silverstone - Giancarlo Fisichella - q.16th - 10th German GP, Hockenheimring - Giancarlo Fisichella - q.18th - 11th Hungarian GP. Budapest - Giancarlo Fisichella - a.16th - 14th European GP, Valencia, Spain - Giancarlo Fisichella - q.16th - 12th Belgian GP, Spa-Francorchamps - Giancarlo Fisichella - POLE - SECOND Italian GP, Monza - Vitantonio Liuzzi - q.7th - Rtd, driveshaft Singapore GP, Marina Bay - Vitantonio Liuzzi - q.19th - 14th Japanese GP, Suzuka - Vitantonio Liuzzi - q.18th - 14th Brazilian GP, Sao Paulo - Vitantonio Liuzzi - q.20th - 11th Abu Dhabi GP - Vitantonio Liuzzi - q.16th - 15th

The VJM02 design was originally conceived under technical director Mike Gascovne but after his dismissal in 2008 it was re-worked from Ferrari to Mercedes-Benz power and finalised under the direction of engineers James Key and Mark Smith. While the chassis tub form was retained, the change of engine and gearbox dictated body modifications to virtually the entire car. These were completed under the direction of aerodynamics department head Simon Philips. But so late was the model's completion and introduction that its full performance potential was not realised until late in the year.

Despite a vastly reduced staff of c.260, the VJM02s made it onto the starting grid in the opening Australian Grand Prix at Melbourne. However Force India then became the first of the newly dominant Brawn team's rivals to adopt similar double-diffuser aerodynamic devices, and it was on the lowdrag circuit at Spa that the VJM02 truly came alive. Fisichella was probably denied victory there in the Belgian GP only by an early safety car intervention. Finding such performance in such demanding circumstances remains something of which all Force India team veterans remain proud today. This interesting show car is a tribute to them, to their utterly committed work against-the-clock, and not least to 'Fizi's memorable drive on that stillmajestic circuit in the Belgian Hautes Fagnes hills.... We commend this car to Formula 1 enthusiasts and collectors of the modern era.

£60,000 - 90,000 €70,000 - 110,000 No Reserve

Please note that this lot is subject to VAT (at the standard rate) on the Hammer Price.











In 1958 Aston Martin introduced the DB4, the first of a line that would culminate in the DB6 built between 1965 and 1969. Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¾" the wheelbase was now 3¾" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. This device had first been tried on the DP214 and DP215 DB4GT-based Le Mans prototypes, yet another example of racing improving the breed.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5, and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering. Introduced in July 1969, the DB6 Mk2 incorporated many components shared with the new DBS, most obviously the latter's wider wheels that necessitated flaring the front and rear wheelarches. All Mk2 Vantages came with the highest (325bhp) 'C' state of tune, while all cars benefited from power-assisted steering as standard.

Production lasted until November 1970, during which time 240 DB6 Mk2s were manufactured. Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized that the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins.

This Mk2 DB6 was delivered new in the UK finished in Aegean Blue with natural leather trim and matching carpets. Unfortunately, nothing else is known of its early history. The current vendor purchased the DB6 from marque specialist Desmond J Smail in September 2007 and exported it from the UK, since when it has been kept on static display. Recommissioning will be required before the car returns to the road.

£120,000 - 160,000 €140,000 - 190,000 No Reserve

Please note that this vehicle is not offered with a registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

2011 FACTORY FIVE RACING '33 HOT-ROD

Registration no. LK11 TLN Chassis no. F5R1000322HR Engine no. BR3E-6C086-HF

- Professionally assembled in the USA
- Modern 5.0-litre Ford V8 engine
- Five-speed manual transmission
- Circa 6,300 miles from new
- Possibly the only one of its kind registered in the UK







Without doubt the car that sparked the post-WWII hot-rod boom was Ford's ubiquitous V8 of pre-war days. Rugged and tunable, the immortal 'flathead' motor would remained the hot-rodder's choice and undisputed king of both road and track until deposed by the small-block Chevy in the mid 1950s. Defined by Ken Gross as "a car that's been stripped down, souped up and made to go much faster" (8 Heroes of American Hot Rodding), hot-rods first appeared in the late 1930s in Southern California where they were raced on dried-up lake beds. Engine swaps were a popular way to achieve increased performance, typically involving the shoehorning of a larger-than-standard motor into a chassis it was never intended for, a practice that remains popular today.

Offered here is a 21st Century take on the perennially popular hot-rod theme, built by Factory Five Racing located in Wareham, Massachusetts in the heart of New England where American manufacturing was born. Factory Five was founded in 1995 and has since become the world's largest manufacturer of 'build-it-yourself' component car kits.

Manufactured on 21st April 2011, this Factory Five Racing '33 Hot-Rod was built with an emphasis on performance together with classic '33 Hot-Rod looks. The car was professionally built for William J Schwister of Menomonee Falls, Wisconsin using the highest quality components. A build assembly manual, parts receipts and notes come with the car.

Notable features include the following:

Ford Coyote 5.0-litre fuel-injected 32-valve V8 engine Five-speed manual transmission

Custom stainless steel exhaust

Inboard coil-over shock absorbers

Power assisted rack-and-pinion steering with tilt steering wheel Electric windows

Air conditioning and heater

Removable hard top (raked windscreen replacement) Custom ostrich-trimmed seats, steering wheel and trim

First registered in the UK on 1st November 2021, this car is possibly the only Factory Five Racing '33 Hot-Rod registered for road use in this country. Finished in orange/brown with brown/tan leather interior, it was acquired by our vendor from the first owner in the USA, and has covered only 6,300 miles from new. Handbooks, tools, jack and the wheel nut key come with the car. Accompanying documentation includes a V5C registration document, fresh MoT and Factory Five Racing's official letter certifying the car's origin.

£22,000 - 28,000 €26,000 - 33,000

1886 BENZ PATENT MOTORWAGEN REPLICA

Registration no. not registered Chassis no. TH300822B

- Modern re-creation of the Benz Patent Motorwagen
- Built by John Bentley Engineering
- Single-cylinder four-stroke engine
- Immaculate condition







Karl (sometimes also known as Carl) Friedrich Benz was born on 25th November 1844 in Muhlburg (now Karlsruhe), Baden-WürHemberg, Germany. Benz enrolled at Karlsruhe Polytechnic when he was 15 years old and graduated in 1864 with a degree in mechanical engineering.

After developing a successful gasoline-powered two-stroke piston engine in 1873, Benz focused on developing a motorised vehicle. Following disputes, he split with his business partners in 1883 and that same year founded Benz & Co in Mannheim with new backers. The business initially focused on stationary engines but Benz continued to pursue his dream of creating a motorcar.

In 1885 Benz built a motorcar whose internal combustion engine was powered by gasoline. A love of bicycling had inspired his desire to create this vehicle, and his first design drew on the tricycle. Benz's three-wheeled automobile, which he called the Motorwagen, could carry two passengers. Prior to building this car, Benz also invented several of its key components, such as the electric ignition, spark plugs, and clutch.

At the same time other inventors were also trying to build or had already constructed their own versions of a 'horseless carriage', but Benz's work stood out because his car was constructed around its engine, as opposed to the approach of simply adding an engine to an existing cart or carriage. Benz was granted patent number '37435' for his automobile on 29th January 1886.

It was Benz's wife Bertha who demonstrated the feasibility of his vehicle as a mode of transportation when she took it on a 66-mile drive in August 1888. Bertha made the eight- miles-per-hour journey, accompanied by her two older children, in Model No. 3 of her husband's invention. Her actions garnered positive attention and publicity for the motorcar. Benz himself only learned of his wife's plans after she had reached her destination!

Benz's first car was made available for purchase, with the first sale concluded in 1888, and around 25 Patent Motorwagen's were built between 1886 and 1893. More recently, John Bentley Engineering have created exact replicas and transported the world's very first automobile into the 21st Century. Mercedes-Benz themselves have ordered and purchased over 100 of them. Offered here is one of these beautifully crafted tributes to Karl Benz's Patent Motorwagen, which is regarded as the first practical self-propelled vehicle.

£30,000 - 40,000 €35,000 - 46,000

213 **NO LOT**





"This is a car that makes a Rolls-Royce Phantom or Bentley Mulsanne look positively mass-produced, and that will be the core of its appeal of the super-affluent who want exclusivity above anything else." - Autocar.

Aimed squarely at the Middle East market, the Taraf was developed by Aston Martin's Q division, which specialises in bespoke cars and customising existing models to customer specifications. The Taraf utilised the Aston Martin VH Generation 3 chassis platform, as found in the Aston Martin DB9 and Rapide, but with a lengthened wheelbase, while the body panels were made of carbon fibrereinforced plastic. Almost all the additional wheelbase was taken up in providing extra legroom in the rear, which is where it was assumed the Taraf owner would spend most of his or her time. Borrowed from other Aston Martin models, mainly the Rapide, the ultra-luxurious interior featured console-mounted push-button transmission controls, an infotainment system, Bang & Olufsen BeoSound 1,000W audio system, and premium leather upholstery. Various trim options were available.









Powering the Taraf was Aston's familiar 6.0-litre 48-valve V12 engine, the latter producing 533bhp and driving the rear wheels via a ZF eight-speed automatic Touchtronic III rear transaxle. Its makers claimed a 0-100km/h (0-62mph) time of 4.4 seconds for the Taraf and a maximum speed of 314km/h (195mph).

The Taraf was unveiled at the 2014 Geneva Motor Show where its \$1 million price tag occasioned as much comment as the car itself. Motor Trend's Angus MacKenzie remarked: "This \$1 million sedan, hand-built by Aston Martin, costs more than five times as much as a Mercedes-Maybach S600. Yet it matters little to the people who will buy the Taraf...'

Production commenced in 2015, with Aston Martin stating that only 100 cars would be made. When Andy Palmer took over as the company's CEO, he decided to market the Taraf worldwide. The number of cars planned was increased to 200 but in the event only 120 had been delivered when production ceased towards the end of December 2016.

Appropriately enough, considering the model's original raison d'être, this Lagonda Taraf has formed part of an extensive private collection in the Middle East, where it has been kept on static display. Finished in Platinum White with Spicy Red leather interior and presented in excellent cosmetic condition, this ultra-rare and immensely desirable piece of motoring exotica may require re-commissioning before returning to the road.

£150,000 - 250,000 €170,000 - 290,000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.



Mercedes-Benz went head to head with BMW when it launched the compact 190 Series in December 1982, expanding its market to include motorists hitherto unable to afford the Stuttgart manufacturer's high-quality products. This policy proved an outstanding success, with sales of the 190 range totalling almost 1.9 million over the course of its ten-year production life.

A conventional front-engine, rear-drive, four-door saloon, the 190 was available with a variety of engines ranging from a 1.8-litre four to a 2.6-litre six, plus 2.0-litre and 2.5-litre diesels. 'E' models came with Bosch KE-Jetronic multi-point fuel injection.

Mercedes-Benz's engineers contrived to offer generous interior accommodation, rivalling that of the firm's larger models despite the 190's compact overall dimensions, while an ingenious new computer-designed five-link rear suspension system was combined with conventional McPherson struts at the front to ensure excellent roadholding without compromising ride comfort.

A sports model was not long in coming, the 185bhp 2.3-16 joining the expanding 190 range in the autumn of 1983, to be followed by the even more powerful 2.5-16 in 1988. These cars had been conceived with motor sport in mind and were quipped with 16-valve twin-cam cylinder heads developed in Britain by Cosworth Engineering, which based the design on that of its immensely successful DFV Formula 1 engine. In non-catalyst form the 2.5-16 engine produced 204PS (201bhp), dropping to 195PS (192 horsepower) with the catalysts installed. Top speed was 140mph (225km/h), with the 0-100km/h (0-62mph) dash accomplished in 7.7 seconds

Produced to meet the homologation requirements of the Deutsche Tourenwagen Meisterschaft (DTM) touring car race series, limited edition Evolution and Evolution 2 versions had arrived by the decade's end. The last 190 E left the factory in May 1993.







This left-hand drive 190 E 2.5-16 was sold new in Germany and first registered in the UK on 1st March 1998 ('B18 EVO' is the vendor's personalised plate and is included in the sale). The car has belonged to the current vendor in Northern Ireland since March 1999 and was converted to UK specification (lights, speedometer, etc) by the Mercedes-Benz main agent in Belfast. The original speedometer unit (showing 59,112 kilometres) has been retained, while the current odometer reading is 48,300 miles, making the distance covered from new circa 85,000 miles (135,000 kilometres).

This pampered car has been expertly maintained by the local Mercedes-Benz dealer over the last 24 years as evidenced by the endorsement letter from them ('meticulously maintained, no expense spared') and the significant invoices and dealer maintenance history. In 2021 'B18 EVO' was professionally restored to concours condition by Heaney Motor Company (Mercedes restoration specialists) at a cost of around £30,000 including OEM parts from Mercedes Belfast (bills available). These works included substantial refurbishment of the entire rear suspension; subframe sandblasted and powder coated; coil springs front and rear replaced; front seats re-upholstered; engine valve cover powder coated; exhaust manifold media blasted; exterior completely stripped, prepared and repainted; and the main catalytic converter replaced with the last factory OEM part in Europe.

A veritable 'garage queen', the Mercedes has been used sparingly and, for the last 10 years, never driven in the rain. In 2022 it ventured out on only a handful of occasions, including to a local classic car show.

Worthy of the closest inspection, this rare and collectible modern Mercedes-Benz comes with a huge file containing its original service book; various instruction manuals (in English and German); a quantity of expired MoTs; original/current V5/V5C documents; and all bills accumulated over the last 24 years. Also included in the sale is the original speedometer; original Becker Grand Prix radio cassette (serviced and converted to Bluetooth connectivity); original headlamps; set of original alloy wheels (x4); original spare tyre; original tool kit; keys and alarm fob (original and spares); and a Tamiya Mercedes-Benz 190E 2.5-16 EVO radio controlled model car.

£100,000 - 115,000 €120,000 - 130,000

Offered from the Collection of Valentine Lindsay

1975 TRIUMPH DOLOMITE SPRINT COMPETITION SALOON

Registration no. not registered Chassis no. VA4895DL

- Formerly owned by the late Robert Brooks
- Raced by Lord March and Marino Franchitti among others
- Many-time participant in the Goodwood Members' Meeting's Gerry Marshall Trophy
- Prepared by Phillip Venables and formerly by Setford Racing
- FIA HTP valid until the end of 2029







When British Leyland decided to revive Triumph's motor sports programme in 1974, preparing the Dolomite Sprint for rallying and circuit racing would be the Special Tuning department's first task. Introduced in June 1973, the Sprint version of the Dolomite four-door saloon featured an innovative, award-winning design of cylinder head in which the 2.0-litre engine's 16 valves were opened by a single camshaft rather than the customary two. On test the prototype engines exceeded expectations, producing 150bhp, some 15 horsepower more than the target figure, and the Sprint's potential for competition purposes looked promising. Special Tuning were tasked with developing the rally version, while Broadspeed looked after the circuit racing programme.

While the rallying Dolomite Sprints would suffer various misfortunes, Broadspeed's circuit racers fared considerably better. In his book The Works Triumphs, Graham Robson has this to say about the works Dolomite Sprint's 1974 debut: "Throughout the season, Andy Rouse was always the fastest driver, but (Tony) Dron got closer and closer to him as he built up more experience with the car. In the end, not only did Andy Rouse win the 2-litre class of the British Saloon Car Championship, and British Leyland won the Manufacturers' title, but Tony Dron finished third overall in the Tourist Trophy race, over 105 laps of Silverstone's Grand Prix circuit, behind two vee-8 engined Chevrolet Camaros." These were truly impressive achievements, cementing the Dolomite Sprint's place in the history of saloon car racing in Britain.

This Dolomite Sprit was purchased by Valentine Lindsay from the former Chairman of Bonhams and of the British Racing Drivers Club, the late Robert Brooks, circa 2020. It has also been raced by Marino Franchitti, Charles March (now Lord March), James Wood, Patrick Watts, Sam Hancock and Orlando Lindsay at multiple Goodwood Members' Meetings in the Gerry Marshall Trophy.

This car is also a class winner at the Thruxton round of the Motor Racing Legends Historic Touring Car Challenge Tony Dron Trophy in 2020 with Lindsay/Watts. Most recently the Sprint has been run by Phillip Venables for Valentine Lindsay, and formerly by Setford Racing for Robert Brooks. The car is offered with an FIA HTP document issued by Motorsport UK in 2019 and valid until the end of 2029. A spare gearbox, wheels and other parts are included in the accompanying spares package.

£40,000 - 50,000 €46,000 - 58,000

1961 MERCEDES-BENZ 190 SL CONVERTIBLE WITH HARDTOP

Registration no. 628 DGB Chassis no. 12104220020133 Engine no. 12192120020220

- First owner from 1960 to 2008
- Three owners from new
- Professionally restored in 2013
- £24,294 spent since 2010 (bills available)







For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sportscars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed Road & Track magazine.

Mounted on a detachable subframe along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph). Refined, comfortable and stylish, the model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This 190 SL was purchased new from South Coast Mercedes-Benz agents, Jacksons. Mostly maintained by Jacksons, the car remained with its original owner up to September 2008 when it was sold (from a deceased's estate) at Bonhams' Beaulieu Autojumble sale (Lot 374). Some two years later the Mercedes was sold to the current (third) owner at Bonhams' auction at the RAF Museum, Hendon in March 2010 (Lot 420). The car was professionally restored in 2013, with some bills available. Modifications notified by the vendor are as follows: colour changed from red to silver grey; converted to electric power steering (original system available); engine converted to unleaded compatibility; battery isolator in cabin; hood colour changed from black to red; all seats in calf leather. Twin-choke Weber carburettors (replacing the original Solexes) is the only other notified deviation from factory specification. In total, £24,294 has been spent on this car since 2010, the largest invoice being Bata Classic Cars' 2015 bill for £14,375.

This outstanding Mercedes-Benz comes complete with factory hardtop and is offered with its original owner's manual and parts book; a quantity of expired MoT certificates dating back to the 1970s; and a V5C registration document. The car is only being sold because of the vendor's frequent travels and access to other vehicles, which has resulted in it being rarely used.

£85,000 - 100,000 €98,000 - 120,000





"...after a turn at the wheel of the new Porsche... one is forced to admit that this is the Car of Tomorrow. That appears, on its face, to be an exaggerated statement, but experience with the car has given an entirely new driving experience to the test staff. It is safe to say that no car in the history of Road & Track has offered so many different and new driving sensations." - Road & Track on the Porsche 356, November 1952.

Although Ferdinand Porsche had established his automotive design consultancy in the early 1930s, his name would not appear on a car until 1949. When it did, it graced one of the all-time great sports cars: the Porsche 356. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupe at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. The work of Ferry Porsche, the 356 was based on the Volkswagen designed by his father. Like the immortal 'Beetle', the 356 employed a platform-type chassis with rearmounted air-cooled engine and torsion bar all-independent suspension, yet somehow contrived to offer level of performance that belied the basic layout's humble origins.









In 1951 an aluminium-bodied works car finished first in the 1,100cc class at the Le Mans 24-Hour Race and 20th overall, thus beginning the marque's long and illustrious association with La Sarthe. Constant development saw the 356's engine progressively enlarged, with 1.3-litre and 1.5-litre units first becoming available in 1951. In 1952 the original split windscreen was replaced by a one-piece, and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the revised 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels.

One of only 328 built in 1954, this rare 'Pre-A' cabriolet was completed on 25th June of that year and imported into the USA by New York-based Max Hoffman, the famous and highly influential importer of European luxury and sports cars. Listed in the Kardex as 'US standard specification', it features reclining seats and a passenger sun visor (features usually associated with the de luxe model) and cost \$3,685 when new. The radio and Hirschman aerial are not listed on the Kardex, so presumably were fitted by the supplying dealer at their customer's request.

Some 25 years ago the Porsche was imported from the USA and stripped of all its paint before being left in a barn for over 17 years. Marque specialists Roger Bray Restoration purchased the car in 2011 and stored it for a few years before embarking on one of his world class restorations, restoring it to near original condition from a bare shell. The car was very complete (see photos on file). Specification highlights include the following: Silver Metallic paint (5406); Wine leather interior; Telefunken radio (very rare); correct 16" wheels; reclining front seats; fuel gauge (rare); sun visors, etc. On completion this exceptional car was featured in a seven-page article by Keith Seume in Classic Porsche magazine (2018, issue number 52). Classic Porsche reckoned that the restoration was, without doubt, one of the best they had seen, concluding: "Whoever becomes the new owner of this gem will surely be a happy man, or woman. It drives like a new car, is fast enough to keep up with modern traffic and looks a million dollars."

Bonhams are proud to be offering this example, directly from Roger Brays personal collection on the 75th Anniversary of the Marque. £250,000 - 300,000 €290,000 - 350,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

THE FOLLOWING FOUR LOTS ARE FROM A PRIVATE COLLECTION





1980 ASTON MARTIN V8 VANTAGE 5.7-LITRE SPORTS SALOON

Registration no. KUC 57W Chassis no. V8/VOR/12284 Engine no. V/580/2284/V

- Present ownership since 2010
- Partially restored and extensively upgraded
- Professional engine rebuild to 5.7 litres
- All bills available









With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to highpower versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a guartet of 48mm Weber carburettors rather than the standard 42mm instruments. In 1978 the V8 Vantage earned the title of 'world's fastest accelerating production car', and throughout its life delivered outstanding performance by any standard, accelerating to 60mph in just 5.2 seconds on its way to a top speed of 175mph.

The accompanying Car Record Card copy shows that '12284' was originally finished in Jubilee Silver with dark blue trim, while the Car and Warranty Acceptance sheet records the first owner as on F J R Piggott of West Sussex. Information held by Aston Martin Works Service shows that '12284' was with them in June 1995 (at 85,699 miles) for a 10,000mile service plus other works that included a new clutch; all new brake discs and hoses; new rear brake servo; new sills and outriggers, etc; and a new battery.

In October 1997 another 10,000-mile service was carried out (at 87,001 miles) and a new fuel pump fitted, while in June 1998 a 5,000-miles service was undertaken and the engine rebuilt. (Probably as the result of a typing error, the mileage was recorded as 70,580 at this time but almost certainly was 87,058). In May 2001 another 10,000-mile service was carried out, following which the car spent most of the time in storage.

The current vendor purchased the Vantage at Bonhams' auction at Aston Martin Works Service in May 2010 and since then the car has been treated to numerous highly desirable upgrades. Soon after acquisition the Aston was despatched to marque specialists Pugsley & Lewis where the front and rear suspension were rebuilt and upgraded with a Harvey Bailey handling kit. The car also received AP Racing brakes; Koni shock absorbers; a new drive shaft; new alloy radiator; and a heavy-duty battery and trickle charger. A new windscreen and LED lights were fitted in 2011, while four years later the engine was rebuilt and increased to 5.7 litres capacity. The air conditioning was overhauled and upgraded in 2018. Accompanying bills relating to the aforementioned works total £122,480. Described by the vendor as in generally very good condition, with an excellent engine and original interior, this sensibly upgraded Vantage also comes with a tailored car cover, current MoT and a V5C Registration Certificate.

£160,000 - 220,000 €190,000 - 250,000

1969 ASTON MARTIN DBS VANTAGE **4.2-LITRE SPORTS SALOON**

Registration no. ANK 220G Chassis no. DBS/5305/R Engine no. 400/4005/SVC

- Manual transmission (see text)
- Present ownership since 2009
- Extensively upgraded
- Professional full restoration 2010-2012
- Bills available













Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but the Vantage version's top speed of 140mph and a standing guarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, Autocar judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

The accompanying copy guarantee form shows that '5305/R' was originally finished in Aegean Blue with fawn Connolly hide interior, and that the car left the Newport Pagnell factory equipped with Borg Warner automatic transmission, power assisted steering, Waso steering lock, Radiomobile radio and Marchal fog and spot lamps.

Mr A Shanks of Shanks & McEwan, Corby, Northamptonshire is listed as an additional owner (the original owner is not recorded). Service notes dated 5th October 1970 mention 'oil leaks from ZF gearbox', although there is no mention of when the original auto 'box was replaced.

Purchased by the current owner at Bonhams' auction at Aston Martin Works Service in May 2009, this beautiful DBS Vantage had been in the vendor's hands for the preceding 10 years having had two previous owners. Dry-stored for seven years, the car had been recommissioned with three new Weber carburettors, a new fuel pump, new spark plugs and ignition leads, and a new brake servo.

Recommissioned since acquisition, the Aston has benefited from extensive refurbishment and upgrading carried out by marque specialists Pugsley & Lewis. These include enlarging the engine to 4.2 litres capacity; fitting the five-speed manual gearbox from a V8 model; installing a Harvey Bailey handling kit; fitting Koni shock absorbers, a new alloy radiator and a new wiring loom; and overhauling the fuel system. To top it off, the Vantage was completely rebuilt and repainted between 2010 and 2012. Related bills on file total £242,566. Described by the vendor as in excellent condition throughout, the car is offered with a battery conditioner, tailored car cover, photographic record of the restoration, current MoT and a V5C Registration Certificate.

The early, six-cylinder DBS is a relatively rare car - only 790 were made (plus 70 AM Vantages) compared with 1,567 DB6 saloons - and even more so in this condition. Closest to its makers' original conception, it possesses a purity of line lacking in the burlier V8 model and is under-appreciated and undervalued today, representing exceptional value for money.

£150,000 - 200,000 €170,000 - 230,000

1954 ASTON MARTIN DB2/4 DROPHEAD COUPÉ

Coachwork by Mulliners of Birmingham

Registration no. SVH 66 Chassis no. LML/839 Engine no. VB6J/340

- One of approximately 102 DB2/4 drophead coupés made
- In-period Targa Florio competition history
- Long-term ownership 1970-2010
- Professionally restored between 2010 and 2017 (bills available)
- Multiple AMOC concours winner









One of approximately 102 DB2/4 drophead coupés made, 'LML/839' was first registered on 28th October 1954 and retailed via Brooklands to first owner Mr C H Kleinwort Esq of Gloucestershire. The car left the Newport Pagnell factory finished in Polychromatic Light Red with grey Connolly leather interior, and was equipped with Alfin brake drums; its first registration was 'PLE 848'. Only one subsequent owner is listed: Gordon Sudworth of Huddersfield.

In October 1961 the Aston was acquired by Andrew Wray Roberts, who raced the car in 1962 and 1963 in the Targa Florio. He later wrote an article for the AMOC magazine, A Tale of Two Targas, about his experiences. In 1970 the DB2/4 was chosen to represent the year 1954 at the Aston Martin Silver Jubilee celebrations at Crystal Palace and in November '70 was acquired by the immediately preceding owner.

An extensive rebuild was commenced in 1976 with the chassis being shot blasted, the front suspension rebuilt with modified seals, re-chroming wherever necessary, a new hood, a stainless steel exhaust and a re-spray, while the interior was completely re-trimmed using Connolly hides. In addition, the braking system was completely rebuilt and filled with silicon brake fluid.

A Jaguar S-Type engine had been fitted prior to the Aston's acquisition in 1970 and this was replaced with a 3.0-litre Aston Martin engine of the correct type - 'VB6J/340' - during the course of the restoration, a photographic record of which is on file.

In 1996 an engine rebuild was undertaken by the renowned marque specialist, Rex Woodgate, a total of approximately £7,000 being spent on various works that included new pistons and cylinder liners; solid crankshaft 'cheeses'; a modified rear seal; new timing chains and oil pump; and a cylinder head rebuild.

Sold to the current vendor at Bonhams' auction at Aston Martin Works Service in May 2010, 'SVH 66' was extensively restored between 2010 and 2017 by marque specialists Pugsley & Lewis and Prestige Paintworks, which included a new body and new interior and cost an eye-watering £580,000! Fewer than 300 miles have been covered since the rebuild. Related bills and two photographic records are on file and the car also comes with a V5C document, current MoT and a comprehensive file of history containing every receipt accumulated during the previous 40 years' ownership together with fitted car cover, old tax discs and expired MoTs (close inspection recommended). A multiple AMOC concours winner, this is probably the best DB2/4 drophead in the world.

£300,000 - 350,000 €350,000 - 410,000

1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. CNH 20 Chassis no. DB5/1760R Engine no. 400/1749

- Known ownership history
- Long-term enthusiast ownership 1972-2013
- Professionally restored between 2016 and 2019
- Fewer than 48,000 miles from new
- Comprehensive history file









Chassis number '1760/R' was sold new in December 1964 via Cyril Williams Motors Ltd of Wolverhampton and first registered as 'CJW 606B'. It was delivered finished in Sierra Blue metallic and equipped with the ZF five-speed gearbox, 3.37:1 final drive ratio, heated rear window, and a Motorola radio with manual aerial.

The original purchaser was the Osborn Manufacturing Co Ltd of Birmingham for one W E Douglas-Osborn of Stourbridge, Worcester, who took delivery on 5th December 1964 but kept the car for only three months. On 5th March 1965, Terence Warren-Green of Charlton Kings, Gloucester acquired the DB5, keeping the car until June 1966 when Charles N Hill of Sidmouth, Devon became the third owner. Shortly thereafter the registration was changed to 'CNH 20', which was still on the car when Mr David Ettridge purchased it from Mr Hill in February 1972. Sadly, David Ettridge passed away in March 2011 and his executors instructed Bonhams to sell the car, which was offered as a 'barn find' at our dedicated Aston Martin sale at Works Service, Newport Pagnell in May 2013.

Its late owner had first seen the Aston outside Deans Station Road Garage in Sidmouth. He telephoned Mr Hill and the checklist from that 'phone conversation is on file together with his comments on viewing the car, dictated to his wife! These reveal that there appeared to be no trace of under-body corrosion, although there were superficial marks on the right and left side door/wing and the car obviously needed a service. It would appear that no service history was available, only the original logbook, a DB5 Instruction Manual and an MoT certificate.

David Ettridge agreed to buy the Aston for £1,500 (approximately £25,000 in today's money!), subject to the results of a detailed inspection by Brixham's Central Garage, whose proprietor was an Aston Martin owner. 'CNH 20' was handed over with 37,282 miles recorded on the odometer. David Ettridge's notes on driving the DB5 are on file together with the condition report compiled by Central Garage, which carried out the badly needed service and gave the car a thorough 'going over', drawing up an action list of works required. Accompanying detailed service records and invoices list the works carried out and parts replaced, together with dates and mileage (inspection recommended). The car had been last taxed for the road in July 1977 and last MoT'd in September 1979 (at 47,190 miles). 'CNH 20' was then laid up; when sold in 2013 the odometer reading was 47,226 miles, an increase of only 36 miles in some 30-plus years.

There were various periods during the 1970s - fuel crisis, economic downturns, reduced need to do longer trips, etc - where the car effectively had been laid up and off the road. During these periods it was routinely taken out for an up-to-temperature run, or at the least pushed in/out of the garage to ensure the brakes were free. From 1980 onwards the Aston was not started, remaining parked sardine-like with the owner's collection of other cars.







David Ettridge was an active member of the Aston Martin Owners Club, becoming the Area Representative for Devon and Cornwall and serving as Fire Marshall at the AMOC's Wiscombe Park hill climb for several years, which gave him the opportunity to drive the DB5 up the hill at the end of each day, which he greatly enjoyed. Correspondence on file, including a letter from AML Chairman, Victor Gauntlett, seems to indicate that David was trying to establish a 'spares register' within the AMOC to help members retain access to parts for their cars following the factory's announcement that it was selling a schedule of 'redundant' parts for models DB4-DB6. There is also correspondence from members rebuilding their Astons, including one from the USA and another from Nigeria.

In 2013 we said this: "Given that the DB5 has been in active use for less than a third of its (life), covering fewer than 48,000 miles in the process, it is not surprising that its condition appears generally very good. The body is straight and apparently solid, with very good panel fit, while the glass is similarly good, displaying no visible cracks or chips...

"Inside, the carpets are generally good, as is the headlining, sun visors and door trim. The leather upholstery naturally shows creasing and gentle rubbing to beaded areas, although in a charming (as opposed to worn) way. Looking all present and correct, the engine bay appears typical of a car that has been in long term storage and not used.

Surface corrosion is evident but of little consequence..." Bonhams has handled many barn-discovery Aston Martins over the past 20 years and none of them has been in as good a condition as this example was back in 2013.

Sold to a new owner at the aforementioned sale, the DB5 was extensively restored between 2017 and 2019 by marque specialists Pugsley & Lewis at a cost of £288,318, while bodywork refurbishment and a repaint in Silver Birch by Prestige Paintworks added a further £66,000 to the total spend. Poor running led to the carburettors being replaced in February 2022 at a cost of £9,227. This car also benefits from some of the usual modern driving upgrades: alloy radiator, cooling fan, electronic power-assisted steering, and radio converted to negative earth. All bills for these works are available.

The history file also contains the aforementioned correspondence, notes and receipts; a DB5 instruction book and sales brochure/specification sheet; five expired MoTs; a 1977 tax disc; the original logbook; MoT to June 2024; and a V5C registration document. The car also comes with a jack; tool roll; the original leather/copper wheel nut hammer; a battery conditioner; and a Works Service tailored car cover. Retaining its nicely patinated black leather interior, this immaculate DB5 is described by the vendor as in excellent condition throughout, ready to enjoy.

£600,000 - 700,000 €690,000 - 810,000



223 Ω N

2014 PORSCHE PORSCHE 911 TYPE 991.1 '50 YEARS 911' CARRERA COUPÉ

Registration no. not UK registered Chassis no. WP0ZZZ99ZES112571

- Built to Swiss specifications
- One owner from new
- Circa 473km on the odometer
- Dry stored since acquisition
- Requires recommissioning







Somewhat confusingly, the seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third all-new platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Its development overseen by Porsche's Chief Designer, Michael Mauer, the Type 991 represented a logical progression from the Type 997 and was slightly larger than its immediate predecessor while retaining the classic 911 look. The most important chassis change was to the wheelbase, which increased in length by 100mm, while a new transaxle enabled the rear wheels to be relocated 76mm rearwards relative to the engine, improving both weight distribution and cornering performance. Transmission options comprised six-speed or seven-speed manual gearboxes, with Porsche's dual-clutch (PDK) shift optional on the latter.

Porsche's signature 'flat-six' engine was available in three different capacities in the Type 991 (3.4 litres, 3.8 litres, and 4.0 litres) with power outputs ranging from the entry-level Carrera's 345bhp up to the Turbo S's 552 horsepower. Following its established practice, Porsche also offered Cabriolet, Targa, GT3 and GT3 RS variants to cater for all customer demands ranging from soft-top boulevard cruiser to track-day assault weapon.

In 2013 Porsche announced a special edition to celebrate 50 years of 911 production. Manufacture was limited to only 1,963 units, although the anniversary package of popular options could be ordered for any model in the then current range. The '50 Years' package consisted of heated seats, front/rear park assist, telephone module, the Sport Chrono package, and Porsche Communication Management including satellite navigation.

Built to Swiss specifications for the current owner, this '50 Years 911' coupé comes with a copies of the manufacturer's Certificate of Conformity and purchase invoice listing what seems to be just about every conceivable 'extra' from the options catalogue, including a power upgrade to 430 horsepower and new engine compartment styling. Finished in Geyser Grey Metallic with Agate Grey leather interior, this limited edition Porsche 911 has been dry stored since acquisition and will require recommissioning before returning to the road.

£70,000 - 100,000 €81,000 - 120,000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information

Please note that this vehicle is from outside the UK. Our customs agents. CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

224 ΩN

2012 ASTON MARTIN DBS ULTIMATE EDITION COUPÉ

Registration no. not UK registered Chassis no. SCFFDCBD4CGE03379

- One owner from new
- Circa 205km on the odometer
- Built to Swiss specifications
- On static display since acquisition
- Requires recommissioning







Reviving a famous model name from Aston Martin's past, the DBS was based on the DB9 and replaced the outgoing Vanquish S in 2008 as the company's top-of-the-range supercar. Before then, the world got a mouth-watering preview when a DBS appeared in Casino Royale (2006), Daniel Craig's debut in the role of James Bond. The DBS also appeared in the opening sequence of Quantum of Solace, the follow up film released in 2008.

The DBS was powered by a development of the 6.0-litre, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (190mph) in manual transmission form, with 60mph attainable from a standing start in a neck-snapping 4.3 seconds. The aluminium engine was mounted as far back as possible in the chassis while the transmission/ final drive was combined in a rear transaxle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution, with commensurate benefits to handling, roadholding, and controllability. Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic, while the striking 20" wheels were considered by some to be the best looking on any Aston Martin.

Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin. Production ceased in 2012 with the DBS Ultimate: a limited run of 100 cars available in either coupé or Volante convertible forms. Adding some £10,000 to the cost of an 'ordinary' DBS, the Ultimate package included a choice of Quantum Silver, Silver Fox or Carbon Black II paint finishes together with a host of cosmetic enhancements to the bodywork and a choice of three colours for the brake calipers.

Interior features included diamond-quilted leather seats, Alcantara headlining, carbon fibre fascia, and 'DBS Ultimate' badging; all of which brought the list price up to just short of £187,000.

Built to Swiss specifications, the DBS Ultimate we offer was ordered new by the current vendor and delivered via Aston Martin Geneva in November 2012. Finished in Quantum Silver, the car comes with copies of a Swiss Carte Grise and Aston Martin's invoice, which includes details of various upgrades made to the interior at the owner's request, including a re-trim in Chancellor Red leather. The final price was CHF302,150 (the equivalent of approximately £203,000 at that time). This most beautiful of modern Aston Martins has been kept on static display since acquisition and will require recommissioning before returning to the road.

£70,000 - 100,000 €81,000 - 120,000 No Reserve

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225 P

'41 DPX', the ex-Peter Sellers, 'The Wrong Arm of the Law'

1961 ASTON MARTIN DB4GT COUPÉ

Registration no. 41 DPX Chassis no. DB4GT/0157/R Engine no. 400/0157/GT

- One of only 45 right-hand drive examples
- Unique specification
- Factory-fitted in period with a 4.0-litre engine
- Known ownership history
- Present ownership since 2004
- Professionally restored by marque specialists with no expense spared (early 2000s)



'Wrong Arm of the Law' lobby card featuring '41 DPX' with signature of Peter Sellers











"For many Aston Martin enthusiasts the DB4 was the best of the post-war cars. Previous cars were lacking in power while the later DB5 and DB6 put on weight and were more like fast tourers than high-speed thoroughbreds – and amongst the DB4s the DB4GT was the most thorough all-round Grand Touring car of the lot..." - Mike Twite, Motors, 1967.

Launched at the London Motor Show in 1958, the Aston Martin DB4 emphatically demonstrated that a British manufacturer could better the Italians at their own game when it came to constructing the ultimate Gran Turismo. Its specification included a completely new steel platform chassis with disc brakes all round, and a race-developed twin-cam six-cylinder engine, all clothed in a perfectly proportioned aluminium body designed by Carrozzeria Touring of Milan. Overall, the DB4 was state-of-the-art for its time, a masterpiece of robust British engineering combined with exquisite Italian styling.

Engineered under the watchful eye of Harold Beech, the immensely strong platform-type chassis replaced the DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction that employed its own lightweight tubular structure to support the hand-formed aluminium-alloy body panels. The trailing-link independent front suspension of the DB2/4 gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by Watts linkage instead of its predecessor's Panhard rod.

The new car's competition potential had been recognised from the outset and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype driven by Stirling Moss ('DP/199') won its first race at Silverstone. Extensive modifications to the standard car took 5" out of the wheelbase and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car's weight by around 200lb (91kg).

The GT used a tuned engine which, equipped with a twin-plug cylinder head and triple Weber 45DCOE carburettors, produced a claimed 302bhp at 6,000rpm, a useful increase over the standard car's claimed 240bhp. Maximum speed, of course, depended on overall gearing but 153mph was achieved during testing with a 0-60mph time of 6.1 seconds recorded. The DB4 was also one of the first cars to go from standstill to 100mph and then brake to a dead stop on under 20 seconds, a tribute, in part, to its up-rated Girling brakes as used on Aston Martin's sports racers of the era.







Viewed from the front, the GT was readily distinguishable by its faired-in headlamps with Perspex covers, a feature later made standard on the DB5 and DB6. The rear screen and quarter windows were Perspex on many examples; bumper over-riders were deleted and the wind-down windows were frame-less within the doors. Twin Monza quick-release competition fuel fillers were added atop the rear wings, leading to a large-capacity fuel tank mounted flat in the boot. GTs were fitted as standard with lightweight Borrani 42-spoke wire wheels with alloy rims and three-ear 'knock-offs'. Trimmed to full Aston Martin road car specification, the interior boasted fine Connolly leather upholstery and deep-pile Wilton carpeting, while the GT benefited from the addition of an oil temperature gauge to the standard complement.

The DB4GT offered a strong challenge to the prevailing Ferrari dominance in GT racing, with examples entered by the works and John Ogier's Essex Racing Stable enjoying numerous victories. Driven by the likes of Roy Salvadori, Stirling Moss, Jim Clark and Innes Ireland, the DB4GT earned its stripes every weekend on the racing circuit. In December 1959, at the Bahamas Speed Week, Stirling Moss won driving a standard customer DB4GT 'borrowed' by the works team following the demise of Moss's intended DBR2! The DB4GT was indeed a true dual-purpose car, equally at ease on both the racetrack and Grand Tour.

Only 76 production DB4GTs (plus 19 Zagato-bodied cars) were made in period (chassis numbers '0101'-'0201' minus '0192' and '0194'-'0198'). Chassis number 'DB4GT/0157/R', also known by the registration numbers 'KR 3' and 'KM 2' as well as '41 DPX', was delivered new to Aston Martin's then largest dealership, K N Rudd Ltd of Worthing, on 1st March 1961 for use as a demonstrator. The copy guarantee form on file records that the original colour scheme was Dubonnet with black interior trim, and that '0157' was ordered new with two occasional rear seats, making it one of only three DB4GTs so equipped.

Less than a year after delivery, '0157' was recruited to feature in a comedy movie entitled The Wrong Arm of the Law (1963), starring none other than Peter Sellers as criminal mastermind 'Pearly' Gates, the plot of which revolved around a gang of thieves impersonating policemen. In the film Sellers is also seen driving another of his cars, a Ferrari 250 GTE. The DB4GT served as Sellers' getaway car, most famously leading a high-speed chase, vainly pursued by a Wolseley police car, although most of the fast driving was actually done by Ken Rudd (see above), who also acted as a gang-member extra.



Having been damaged during filming, the cylinder block was replaced by the Aston Martin Factory with one of the new 4.0-litre units (intended for a Lagonda Rapide) in March 1963 (see service notes). Stamped by the factory as '400/0157/GT', the new block was fitted some four months before the first 4.0-litre DB5 engine was built. As a result, '0157' stands out as the only DB4GT that received a 4.0-litre engine directly from the factory during that period and was officially marked as such.

It is believed that Sellers owned '0157' for a period after filming, although, well known for never owning any one car for very long, he is likely to have kept it but briefly. Stephen Archer and Richard A Candee's definitive book, The Aston Martin DB4GT, published by Palawan Press, lists 13 owners but omits Sellers, possibly because he never got around to registering the car in his name.

However, he is acknowledged as owning it for a short time. Quoted in Octane magazine's October 2018 edition, Aston Martin guru, the late Richard Williams, who worked for Sellers at the time, recalled being asked by him to sell the DB4GT. Sellers' ownership was also confirmed by his PA, Hattie Proudfoot. "I remember the car," she said, "but not much about it. He had so many cars. But I do remember he was upset about the film. He felt that Lionel Jeffries had upstaged him."









Factory records show that '0157' returned to the works on 26th March 1965 where the wheelarches were flared and the car repainted in Fiesta Red. According to the AMOC Register, by 1966 the DB4GT was owned by a Mr J Melville-Smith, who finished 1st in class with it at the 1967 Curborough Sprint. The Register lists three more competitive outings between 1972 and 1974, all at Wiscombe, the driver being recorded as 'Keane'.

In 1975 the Aston was acquired by Ken Moses, who exported it to New Zealand in 1981, at which time the odometer reading was 53,000 miles. By 1983 it had travelled only a further 600 miles. While in New Zealand the Aston had three further owners, the last of whom was collector of vintage aircraft, Stephen Grey. When '0157' returned to the UK in 1999, the total recorded mileage had risen to only 58,000.

The DB4GT's next known owner was a Mr Kevin Regan, who purchased the car in 1999 and commenced a complete body-off restoration. Refurbishment of the chassis and bodywork was entrusted to renowned marque specialists Bodylines, while the reassembly and repainting was completed by their equally skilful colleagues at Spray Tec Restorations. During the rebuild the exterior colour was changed to factory Goodwood Green. Lasting some four years, the restoration cost in excess of £100,000.

On the mechanical side, Aston Martin specialists Rex J Woodgate rebuilt the engine and gearbox to ensure that '0157' was in tiptop condition at an additional cost of £26,000. Kevin Regan sold '0157' to the current owner a noted Aston Martin collector and race driver - in 2004, since when it has been seen at several events in the UK and is always beautifully displayed.

In 2018 Octane magazine published a multi-page feature on the ex-Sellers DB4GT: "The car looked terrific in the film and was clearly being driven hard. Sellers and the film-makers were having fun with it, and it's easy to see why. It's amazing just how different the GT is from the standard DB4 given the relatively minor changes. Astons have a reputation for weightiness but this one feels light and nimble. It's a proper GT and a sports car at the same time."

A unique example of one of the rarest and most desirable Aston Martins, and thus worthy of inclusion in any important private collection, 'DB4GT/0157/R' has a fascinating history that includes its intimate association with one of Britain's most iconic movie actors.

£2,200,000 - 2,600,000 €2,500,000 - 3,000,000

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this lot to prevent any last-minute delays.



226 * N

1989 AC COBRA MK IV ROADSTER

Registration no. not UK registered Chassis no. SA9AK3028AK017268/AK1268 Engine no. 1268

- Aluminium body
- Circa 21,500 miles recorded
- Offered without reserve
- Offered for recommissioning







Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars of Thames Ditton and the Ford Motor Company. The former's Ace provided the simple twin-tube chassis frame - strengthened and supplied with four-wheel disc brakes for the Cobra - into which was persuaded one of Ford's lightweight smallblock V8s. The 4.2-litre prototype first ran in January 1962, with production commencing later that year. Exclusively for the USA initially, Cobras (minus Engines) were sent from England to be finished off by Shelby in California, and it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished European-specification cars.

After 75 cars had been built, the 289ci (4.7-litre) unit was standardised in 1963. Rack-and-pinion steering was the major Mk II up-date; then in 1965 a new stronger, coil-suspended chassis was introduced to accommodate Ford's 427ci (7-litre) V8 engine. Wider bodywork, extended wheelarches, and an enlarged radiator intake combined to create the definitive - and much copied - Cobra Mk III look. Production ended in 1967 after 1,029 cars had been built.

But for Brian Angliss, the Cobra story would have ended in 1967. The Autokraft boss had built up a business restoring Cobras and supplying parts, and in the early 1980s acquired the rights to the AC name, plus a quantity of jigs and tooling from the old Thames Ditton factory.

Keeping the overall style of the Mk III, Autokraft produced the Mk IV, which was appropriately updated to meet then current legislation and powered by a 'federalised' 5.0-litre Ford V8. Around 450 were built before Autokraft folded in 1996, largely due to costs incurred developing its new Ace model.

Unfortunately, little is known of the history and precise specification of this left-hand drive example, which is believed to have belonged to the current vendor since circa July 2012. The Cobra MkVI registry notes the car as being finished in Jaquar British Racing Green, with a 302 HO small block Ford with EFI and Borg Warner T5 transmission. It notes the car was built in April 1989. An old auction description from 2010 was found online, which stated the car had had one owner and 21,000 miles since new (the current odometer reading is circa 21,500). The car has been kept on static display since acquisition and will require re-commissioning before further use.

£50,000 - 80,000 €58,000 - 93,000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

1988 FERRARI 328 GTS TARGA COUPÉ

Coachwork by Pininfarina

Registration no. F328 PVT Chassis no. ZFFWA20C000078724

- Only 7,844 miles from new
- Four previous owners
- Present ownership since 2002
- Extensive service history
- Wallet and book pack







Introduced in 1985, the Ferrari 328 GTB was similar to the preceding 308 GTB apart from its 3.2-litre engine. Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB had debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2, which took over from the preceding V6-engined Dino 246 GT. The newcomer's wedgeshaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidshipsmounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

The 308 was superseded by the mechanically similar but larger engined 328 GTB in 1985. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons and an improved Marelli engine management system, lifted maximum power to 270bhp. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 100km/h covered in a fraction over 5.5 seconds.

On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler. Its underlying beauty though, could not be disguised. "In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car," declared Motor magazine.

Delivered new via Strattons Ferrari in Cheshire in 1989, this Ferrari 328 GTS has had four previous keepers (including the current one) and has belonged to our vendor since October 2002 (see list of owners on the accompanying history sheet).

Finished in red with cream hide interior, the car comes with extensive main agent and independent specialist service history, mainly with Strattons, Specialised Cars, and Rosneath Engineering Ltd. The most recent recommissioning service and MoT was carried out by AE Performance Engineering Ltd in March 2023, at the same time the car was comprehensively detailed.

'F328 PVT' has been kept off the road for periods of time, most recently between 2015 and 2022; indeed, the odometer reading when the car was MoT'd in March 2023 was only 7,844 miles. Described by the private vendor as in excellent condition throughout, with no modifications, this exceptional low-mileage Ferrari 328 GTS is offered with its wallet and book pack; numerous service bills and expired MoTs; and a UK V5C Registration Certificate.

£75,000 - 100,000 €88,000 - 120,000



BMC's development of the Big Healey for rallying started in 1958 with the 2.6-litre 100/6 model which debuted in that year's Monte Carlo Rally driven by Tommy Wisdom. By the time the new 2.9-litre 3000 model took over mid way through 1959, the 100/6 had demonstrated considerable promise, achieving a number of leader-board finishes, the best of which was Jack Sears' class win in the '59 Tulip Rally.

Development was facilitated by the transfer of Austin-Healey production to MG's Abingdon factory in 1957 and the decision to base the works' rally programme at the Competitions Department there under Marcus Chambers. Benefiting from the attention of MG's experienced engineers, the 3000 was progressively developed over the course of the next six years, before a change in the FIA's Appendix J regulations at the end of 1965 outlawed many of the special parts that had been homologated for competition use.

Although the Big Healey retained a separate chassis and body in traditional sports car fashion, for rallying these two components were welded together to form a structure of greatly increased strength and rigidity. Wherever possible, body panels - wings, doors and bonnet included - were fabricated in aluminium rather than steel to save weight, while from 1960 the boot lid was moulded in glassfibre, gaining a distinctive upward extension to accommodate twin spare wheels. To protect the low-slung under-body, 'bash' plates were invariably employed. This lack of ground clearance was the car's greatest weakness, explaining the works' policy of running them 'nose up' to avoid grounding the sump.

Lack of rear suspension travel was another disadvantage, not addressed until the introduction of dipped chassis side members from late 1963, a modification that later found its way onto the 3000 MkIll Phase II production model. Other essential competition modifications included four-wheel disc brakes, close-ratio gears and a limited-slip differential. Early works 3000s used engines that retained the production version's cast-iron cylinder head, twin SU carburettors and full-length exhaust system, developing around 160bhp. The adoption of a short side-exit exhaust system was one of the earliest modifications, followed by triple SUs, fabricated tubular exhaust manifolds, aluminium cylinder heads and triple Weber carburettors. These latter two modifications arrived in 1962, and in this ultimate specification the maximum power output had risen to around 210bhp.

The Big Healey's first major success was gained in 1960 when Pat Moss, partnered by co-driver Ann Wisdom, having finished second in the Alpine, then made history by winning the gruelling Liège-Rome-Liège (Marathon de la Route) event outright. It was the first occasion that a woman had won a major international rally. The following year the Morley twins - Don and Erle - won the Austrian Alpine Rally outright, a feat they repeated in 1962. Big Healeys were regular class winners and frequently took the team ward, though in the face of increasing competition, not least from the Mini Cooper, outright wins were comparatively few. The car's final outright victories came in 1964 when Paddy Hopkirk won the Austrian Alpine Rally and Rauno Aaltonen the last Marathon de la Route held on public roads, which on this occasion followed a Spa-Sofia-Liège route.











Fast-forward to the modern era and we find that the Big Healey's popularity as a competitive entry in Historic rallying is firmly established. Originally a left-hand drive model, 'DFH 979A' comes with its first FIA papers, issued in January 1991, showing its current registration and righthand drive configuration. It is not known when or by whom the left-to-right conversion was carried out.

A superb, full-house Austin-Healey 3000 rally car, 'DFH 979A' has a very competitive race engine producing circa 270bhp. Built by renowned marque specialists Denis Welch Motorsport, it incorporates a rally camshaft; steel crankshaft and con-rods; aluminium cylinder head; and triple Weber 45 DCOE carburettors. Finished in Ivory White with an upgraded (BJ8) red leather interior, this car has had a complete 'ground upwards' rebuild including a new heavy-duty and very stiff chassis and all alloy bodywork. According to our vendor, this well prepared car is probably the best example currently available, benefiting from in excess of £150,000 spent. Only some 5,100 miles have been covered since the rebuild's completion in 2015.

Described by our vendor as super quick and ready to rally or race, this stunning looking Big Healey comes with a history file containing the aforementioned FIA papers of 1991; numerous receipts; and an FIA Historic Technical Passport, Class: GTS12 racing and hill climb, valid to 31.12.2025.

£85,000 - 100,000 €99,000 - 120,000

Additional specification highlights include the following:

Tubular exhaust manifold with side-exit competition silencer Sebring straight-cut gears in centre-change gearbox with competition overdrive

Lightweight hardtop

FIA-approved roll cage

Four-point Sabelt harnesses

Fire extinguishing system

Alloy long-range fuel tank

Full rally fuse box

Front shroud with cut-out for access to carburettors

Dual master cylinders with front/rear balance bar adjustment

Triple red top fuel pumps

Twin throttle cables

Mallory distributor

Uprated lightweight competition starter motor

Aluminium radiator with electric fan

Alternator electrics

Dual circuit brakes with discs all round

Safety quick-ratio steering box and column with twin knuckles

Original rebuilt Halda Twinmaster and Halda Speedpilot

5½" aluminium Minilite-style wheels with Avon ZZ tyres (including spare) and jack













Originally a Karman-built 911T coupé, the stunning car offered here was built from the ground upwards to S/T specification using a bodyshell acquired in Sweden, the work being carried out in the UK by classic Porsche specialists DSD Motorwerks. The 911 S/T was an early competition version, pre-dating the famous Carrera RS, produced in limited numbers between approximately 1970 and 1972. These cars were conceived to exploit a provision in the FIA's production sports carracing regulations that permitted wheelarches to be flared by 50mm (2") to accommodate wider-than-standard wheels. Lacking a suitable Fuchs wheel to use at the back, Porsche opted for a Fuchs front/Minilite rear combination, as seen on this car.

In a foretaste of its approach to the lightweight Carrera RS, Porsche ditched much of the interior's civilising features; adopted thinner-gauge steel for the roof and floor; omitted under-seal and sound-proofing; applied as little paint as was possible; switched to plastic for the bumpers and front bonnet; and used Perspex for the rear and side windows. Improvements to the chassis and running gear included ventilated disc brakes and transverse bars linking the strut towers. Engines could be ordered in a choice of capacities (2.0, 2.2, or 2.4 litres) and in various states of tune, depending on the application. GT-racing 911 S/Ts won their class at Daytona, Sebring, the Nürburgring and the Targa Florio, while the Waldegard/Helmers 911 S/T won the 1970 Monte Carlo Rally outright.

Published production figures vary from as few as 33 to as many as 50, but whatever the figure the S/T is much, much rarer than the Carrera RS, almost 1,600 of which were built. Genuine examples very rarely come to market, making this particular car by far the easier option for most Porsche enthusiasts. Works carried out on this superb example include welding the 'shell, fitting S/T wheelarches, installing a new wiring loom, and rebuilding the 2.8-litre engine and manual gearbox. Accompanying the car is a file of photographs and invoices detailing the build, where the new Porsche parts alone cost around £38,000. The vendor informs us that including labour charges ,the engine and the car the total cost of the build was in the region of £150,000.

The Porsche has covered a mere 972 kilometres since the rebuild was completed in 2021 and is described by the private vendor as in 'virtually new' condition throughout. The car is offered with a Porsche Certificate of Authenticity and UK V5C Registration Certificate, and comes complete with tools, jack and spare wheel.

£120,000 - 160,000 €140,000 - 190,000 The ex-Martin Brundle, Stefan Bellof, Philippe Streif

1985/86 TYRRELL-RENAULT 014 FORMULA 1 SINGLE-SEATER

Chassis no. 014/3

- One of only four 014s made
- Tyrrell's first 'turbocharged' design
- In-period Formula 1 competition history
- Offered as a rolling chassis minus engine







This historic Tyrrell is one of the team's original series of turbocharged Renault V6-engined cars, the 014, which replaced the long and successful line of 3.0-litre Cosworth V8-powered designs that had preceded it since the launch of '001' 15 years previously. Designed by Maurice Philippe for the 1985 season, Tyrrell 014 was an all new car incorporating a chassis tub of carbon fibre/aluminium honeycomb construction. Suspension was by means of pull rods front and rear, as used in the preceding 012, while the rear brakes were carried inboard. Supplied by Mecachrome, the team's Renault engines were not to the latest specification, unlike those used by fellow customers Lotus. Power reached the ground via Tyrrell's own six-speed transaxle. The 014 made its racing debut in July 1985 at the French Grand Prix and continued to be raced into 1986 before being retired.

One of only four chassis made, '014/3' has a long and honourable history as a Formula 1 World Championship chassis as driven by Martin Brundle, well known in the UK today as veteran TV commentator in Sky Sports' Formula 1 coverage. Brundle drove Tyrrell-Renault '014/3' upon its debut in the 1985 Italian Grand Prix at Monza, finishing in 8th place.

He competed in this car again in the subsequent Belgian, European, South African and Australian Grand Prix races with a best finish of 7th, just outside the World Championship points, at Johannesburg's Kyalami circuit. '014/3' was also driven in period by Stefan Bellof and Philippe Streif. Into the 1986 season '014/3' was employed as the Tyrrell Racing Organisation's regular spare car at Rio de Janeiro, Jerez, Imola, Monaco and Spa-Francorchamps, and was raced in the Spanish Grand Prix at Jerez, from which Brundle was forced to retire.

We are advised by the private vendor that '014/3' is in virtually complete as-last-raced condition, albeit less engine. The car comprises a chassis, gearbox, bodywork, steering, wings, brakes, radiators, intercoolers, oil cooler, suspension, wheels, etc. The condition of the chassis, suspension, bodywork and all ancillary parts is said to be very good. A display engine is available separately by private negotiation.

£50,000 - 80,000 €59,000 - 94,000

231 * N

1969 AC 428 COUPÉ

Coachwork by Carrozzeria Frua

Registration no. not UK registered Chassis no. CF46

- One of an estimated 51 coupés made
- Automatic transmission
- Known ownership history
- Dry stored since acquisition in 2012
- Requires recommissioning







The concept of Italian styling coupled with American V8 horsepower was well established by the late 1960s and no doubt influenced AC Cars' decision to reconfigure its fire-breathing Cobra sports car as a luxury Grande Routière, styled by Pietro Frua. Hampered by an inflated price (the 428 cost considerably more than the contemporary Aston Martin DB6), production never attained Cobra levels, a mere 81 being made between 1966 and 1973, the split being circa 51 coupés and only 30 convertibles (published figures vary).

Decades later the 428 still had the means to impress. Sampling a convertible in a comparison test alongside a Maserati Mistral and Ferrari 330GTS for its November 2004 edition, *Classic Cars* magazine was struck by the 428's effortlessness: "The AC is flicked forward on a raised eyebrow of torque: 462ft/lb peaking at a shoulder-shrugging 2,800rpm. Left to its own devices, the 428 will out-run the Ferrari up to 90mph and just beat it over a standing quarter-mile, all without appearing to exert itself."

This AC 428 was completed on 3rd November 1969 and from 1972 to 1985 was understood to be in storage at the AC Cars factory. On 30th April '85 the car was purchased by Mr George Cammack of Edinburgh and three years later was a class winner at the AC Club's annual concours. Mr Cammack offered the 428 for sale in 1989, by which time it had covered some 30,000 miles, and it was bought by a Mr Jillies of the Edinburgh-based Drambuie Liquor Company. In 1993 the AC was offered for sale at auction and purchased by Mr Andre el Zenny. When the next owner – Daryl Smith – acquired the car in 1996 the mileage had only risen slightly, to 33,231. The 428 was kept by Mr Smith until 2003 and while in his ownership underwent restoration but was scarcely used.

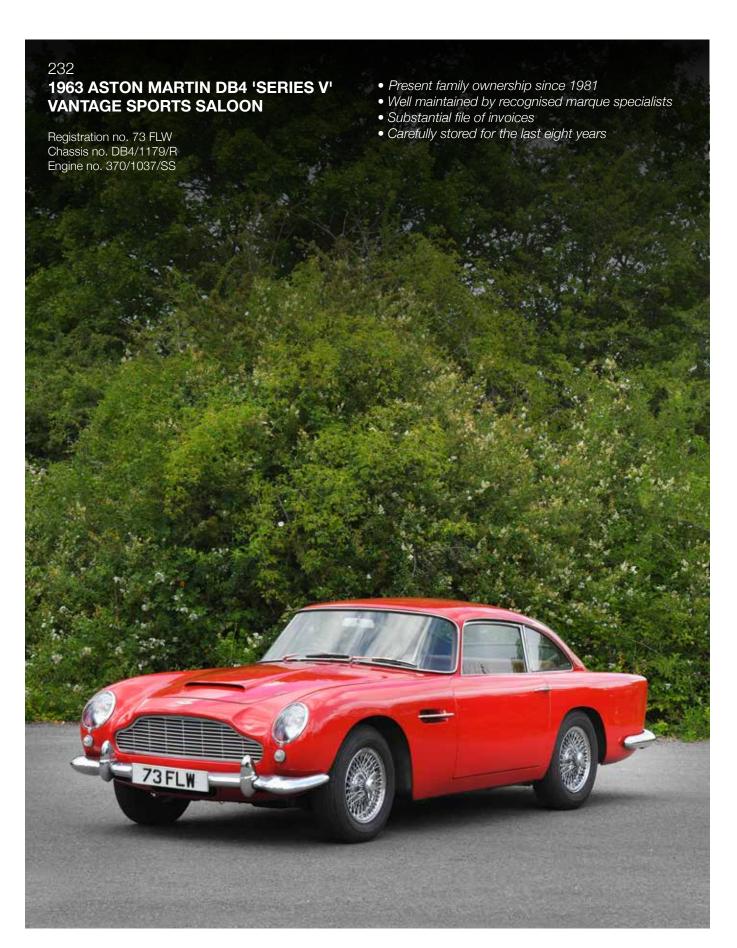
In December 2003 (at 33,273 miles) the car was sold to Mr Steve Cunningham, who kept it until November 2004 when it was bought by Mr Michael Trösser in Germany. On 10th January 2008 the AC was sold to the immediately preceding owner.

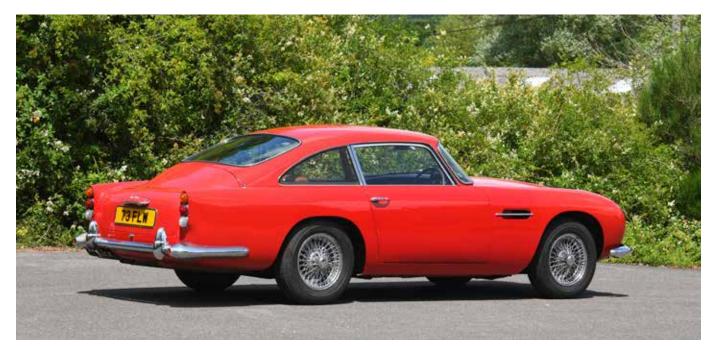
The current vendor purchased the AC at Bonhams' auction at the RAF Museum, Hendon in April 2012 (Lot 331) and exported it from the UK. Since acquisition the car has been kept on static display and will require re-commissioning before returning to the road. A most elegant, Italian-styled, Anglo-American Gran Turismo representing excellent value for money, 'CF46' is offered with photocopies of the 2012 auction catalogue description and bill of sale, and (part of) its last UK V5C Registration Certificate (for 'WNJ 179H').

£60,000 - 90,000 €69,000 - 100,000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.









Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved.

One of the most notable developments had arrived with the introduction of the 'Series IV' in September 1961, when a 'Special Series' (SS) or 'Vantage' engine became available as an option. The 'SS' incorporated a 9.0:1 compression ratio, larger valves, and triple SU HD8 carburettors, producing 266bhp at 5,750rpm, a gain of 26 horsepower over the standard unit. Almost all DB4 Vantages were built with the faired-in headlights of the DB4GT.

The DB4 Series V Vantage is one of the rarest and most desirable of the DB family with only some 50 cars built in this final incarnation of the DB4. Indeed, the original 'James Bond' car used in the filming of *Goldfinger* was a DB4 Series V, as they look virtually identical to the DB5 which at that time was not quite ready.

The accompanying copy guarantee form shows that chassis number '1179/R' was originally built with the Special Series (Vantage) engine '1161/SS' and left the factory finished in Black Pearl with Terracotta Connolly leather interior. That original engine was replaced at some time with another Special Series engine ('1037/SS'), which the car retains to this day.

This much loved Aston Martin has belonged to the vendor's family for over 40 years, having been purchased by his father in 1981. The original logbook lists only four previous owners, the last of whom registered '73 FLW' in 1975. The vendor's father entrusted the DB4's maintenance to Captain Ivan Forshaw at Aston Service Dorset, followed by Goldsmith & Young in Mere, Wiltshire and latterly 'LCA' in Bordon, Hampshire. For the last eight years the car has been stored in climate controlled conditions. Numerous service bills dating back as far as 1981 are on file, the most recent (from 2022) for a reconditioned clutch and various chassis repairs at a cost of £8,000. Offered with MoT to January 2024, '73 FLW' represents a rare opportunity to acquire an example of this most sought-after Aston Martin model.

£250,000 - 300,000 €290,000 - 350,000 Number '4' of only 66 produced

1989 BMW Z1 ALPINA ROADSTER LIMITED EDITION

Registration no. ADZ 112 Chassis no. WBABA91020AL00266 Engine no. C2/6 00266/8680

- The only Roadster LE supplied in the UK by Sytner
- Left-hand drive
- Known ownership history
- Present ownership since December 1991
- Less than 8,100 miles.
- Major service in 2021 (all belts changed)







In 1990 Alpina informed Sytner of their intention to produce a Roadster Limited Edition version of the Z1 to coincide with the final production run at Munich. The run was limited to only 66 cars converted at the Alpina factory. Alpina asked Sytner if the owner of the Z1 offered today would be interested in having his car completed to Roadster Limited Edition specification and thus being one of the 66 cars. This offer was accepted and meant that this particular Z1 would be the only Roadster LE to be assembled and supplied in the UK by Sytner.

In June 1990, the Z1 engine was sent to Alpina in Germany and was returned and reinstalled by Sytner in July. The new engine number assigned was '266'. Alpina allocated number '4' out of the 66 for this particular Z1 RLE. It is also probably the earliest chassis number to be converted to LE Roadster specification. Out of the 66 cars, 50% were bought by Alpina's Japanese importer, one car ('4') went to the UK, and the rest to German and other European customers.

According to the only German road test (in Motor und Sport), the engine develops 200bhp and not the 210bhp of a normal C2 because of the catalytic converter. Torque is the same at 213lb/ft. While the exhaust system is new, the rear section is adapted from the original. In addition to the aforementioned items, the LE Roadster pack includes the following: 3.73:1 limited-slip differential, three-spoke MoMo steering wheel, two front springs, silver and leather dashboard sign and seven Alpina number emblems (four for wheels, one for steering wheel, two spares)

The current vendor purchased the Z1 RLE on 6th December 1991. Most of the service bills from acquisition in 1991 until circa 2001 are available. After that the car went into professional storage when the vendor moved abroad. Returning to the UK in 2010, he retrieved the car and used it briefly (hence MoTs and service bills in 2012/2013), then worked abroad again so the car went back into storage. The last major service was carried out in 2021 when all the engine belts, including the cam belt, were changed. Seldom, if ever, taken out in the rain, the car is described as in good condition throughout, having covered fewer than 8,100 miles from new. Accompanying documentation consists of sundry bills, MoT to June 2024, a V5C Registration Certificate, and Sytner letter of authentication.

£80,000 - 100,000 €94,000 - 120,000

1990 ASTON MARTIN LAGONDA SERIES 4 SALOON

Registration no. H370 XRS Chassis no. SCFDL01S7LTR13643

- The third from last of only 106 Series 4 cars made
- The only Series 4 delivered in Rolls-Royce Royal Blue
- Multiple AMOC concours winner
- Recent service by Aston Martin Works







Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of these 'Series 1' cars being constructed. When the concept re-emerged as an entirely new product type, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon, designated 'Series 2', used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of digital LCD instrumentation and touch-button switch gear. Problems with this advanced concept would delay production until April 1978, by which time a simplified arrangement had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the best Aston Martin tradition.

In the Lagonda, Aston's well-proven 5.3-litre V8 employed a quartet of twinchoke Weber 42DCNF carburettors and produced a maximum of 280bhp at 5,000rpm with 320lb/ft of torque available lower down the range. A Chrysler Torqueflite automatic gearbox was the standard transmission. More than 17 long, 6' wide and weighing two tons, the Lagonda was an imposing sight from any angle, yet despite its bulk proved capable of racing to 60mph in 7.9 seconds on its way to a top speed of 145mph.

Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. The Lagonda was face-lifted in 1987 as the Series 4, acquiring a slightly softer, less hardedged look and continued in production until May 1990 by which time a total of 638 had been built.

Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda. According to Aston Martin Lagonda Limited, 106 Lagonda Series 4 models were built, the right/left-hand drive split being 34/72.

Chassis number '13643' is the third-from-last Aston Martin Lagonda completed and the only Series 4 model delivered in Rolls-Royce Royal Blue. The car has covered only 36,000 kilometres since it was first delivered on 24th May 1990. Its first owner, a Mrs J B Brooks of Saviour, Guernsey, had the car maintained to by Aston Martin Lagonda for the first eight years of its life. She had specified the car with blue-piped Connolly Parchment hide with leather-bound blue Wilton carpet, lambswool overmats and a Champagne suede headlining. It also came with a three-piece, body-colour-matching embossed luggage set.

When Mrs Brooks sold the car in 1998, AML prepared it for UK mainland registration on behalf of H R Owen. Over the next two-and-a-half decades three further owners assumed stewardship of the Lagonda, with the penultimate owners entering it into multiple Aston Martin Owners Club concours events where it achieved several class wins. Since 2015 the Lagonda has formed part of an extensive private collection that features a Mercedes-Benz 600, a Bentley Brooklands, and numerous six-cylinder Aston Martins. It has been maintained by Aston Martin Works in that time, their most recent full service bill (for £5,405), being issued in April 2023. The car retains its original handbooks and service books and is MoT'd to 15th May 2024.

£70,000 - 100,000 €81,000 - 120,000









In the summer of 1969 Aston Martin announced the DB6 Mark 2 in saloon and convertible versions, this being the final development of the noble line that had begun with the DB4 back in 1958. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 Mark 2 production ceased in 1970, a total of 245 had been made, of which only 46 left the factory fitted with the optional fuel injection like this example.

The accompanying copy guarantee form shows that right-hand drive chassis number '4114' was ordered by HR Owen Ltd and first registered in the UK as '4 PL'. The original colour scheme was Platinum with Tangerine Connolly interior trim, and the car left the Newport Pagnell factory equipped with the fuel-injected engine, manual transmission, Radiomobile radio, front seat belts, and two extra sets of carpets.

The AMOC Register records '4114' as belonging to one J Boyes in 1988 (registered as 'BLF 90H'); and to one J Colley in 2000. The copy UK V5C Registration Certificate on file shows that a James Coolley (presumably the J Colley listed in the AMOC Register) acquired the DB6 in May 1997, and that it had passed to the next registered keeper, Andrew Barnaby Howard, in September 2003.

With regard to this car's identity, it should be noted that the chassis plate is not original and is incorrectly stamped ('MK11' instead of 'MK2') and that the chassis number is missing from the front cross member where a stamping would be expected. Furthermore, the cylinder block may well be a replacement as the service notes record a major engine failure, followed by a strip down and rebuild, in July 1970. The engine number stamping is missing the 'VC' recorded on the build sheet as well. Prior to bidding, prospective purchasers must satisfy themselves with regard to the provenance, originality, correctness and condition of this Lot, which is sold strictly as viewed. The current vendor purchased the Aston from Classicmobilia of Milton Keynes in September 2011. A copy of the purchase invoice is on file. Dry stored since acquisition, the car will require recommissioning before further use.

£150.000 - 200.000 €170,000 - 230,000 No Reserve

Please note that this vehicle is from outside the UK. Our customs agents. CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

1956 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. TOH 399 Chassis no. 807374DN Engine no. G7195-8

- One of only 479 right-hand drive XK140 dropheads
- Professionally restored 1996-1998
- Concours award winner
- Refreshed in March 2021















Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine three inches further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. Like its XK120 forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim. A close-ratio gearbox enabled better use to be made of the increased performance, and Laycock de Normanville overdrive became an option for the first time. Special Equipment XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-Type cylinder head.

One of only 479 XK140 dropheads manufactured with right-hand drive, '807373DN' left the factory finished in Birch Grey with red leather interior and French Grey hood, destined for delivery to Broad Street Motors in Birmingham.

This car has the desirable overdrive gearbox, and we are advised that only the cylinder head is non-matching. An MoT certificate issued in November 1974 records the mileage as 39,366, and the vendor advises us that there is documentary proof of the distance covered since that date (current total circa 51,500).

The previous owner purchased the XK on 14th June 1996 as a runner in need of restoration (sales invoice on file). He immediately sent it to marque specialists Fullbridge Restoration Co Ltd of Maldon, Essex for a rebuild, which was completed in April 1998. Since then the car has won many awards for the work's outstanding quality (all invoices available). It has also been entered into the Champion of Champions concours at the NEC, Birmingham but, unfortunately, was unable to attend. More recently, in March 2021, the Jaguar was treated to a makeover at Greencats, including four new tyres (invoice on file). Described by the private vendor as fully documented and in good condition, the car is offered with an old-style continuation logbook, JDHT Certificate, current V5C document, and the aforementioned invoices and photographic record of the restoration.

£100,000 - 120,000 €120,000 - 140,000

237 P

The ex-works, Hannu Mikkola/Arne Hertz

1984/85 AUDI SPORT QUATTRO S1 GROUP B RALLY CAR

Registration no. 44 WMN (Isle of Man) Chassis no. SQ85EA905108

- One of 20 works cars retained by Audi's Motorsport Department
- Winner of the 1986 Welsh International and National Breakdown rallies
- Present ownership since December 2003
- Extensively restored
- Featured extensively on video and in books, articles, rally reports and advertisements
- Carefully stored since last used in 2017





Seeded car number 1, for the opening round of the 1986 British Open Rally Championship, Mikkola / Hertz took victory on the snowy National Breakdown Rally in Yorkshire by 16 seconds ahead of Llewellyn / Short in their MG Metro 6R4 with McRae / Grindrod in another Metro in 3rd.













One of the most influential designs of recent decades, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's practical and stylish three-door 'fast hatch-back' bodyshell but used a different floorpan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the 2.1-litre, five-cylinder unit first seen in the 200 saloon, equipped with a KKK turbocharger and producing 200bhp in road trim, considerably more being available in race tune. The motivation behind Audi's marriage of a Volkswagen military vehicle's four-wheel-drive system to its new high-performance Coupé had been desire for success in international Group B rallying. In the latter role the Quattro excelled, winning the Manufacturer's Championship for Audi in 1982 and 1984 and the Driver's Championship in 1983 and '84 (with Hannu Mikkola and Stig Blomgvist respectively), but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars.

Having achieved significant successes with the original Quattro, Audi developed a more specialised rally car in the form of the Sport Quattro 'homologation special'. Weight saving had been one of the engineers' main aims in developing the Sport, which featured a turbocharged alloy-block engine of 2,133cc boasting a new double-overheadcamshaft 20-valve cylinder head. Maximum power went up to 306bhp. This new power plant went into a short-wheelbase chassis, while further weight savings were gained by using Kevlar for the wings, roof and front apron. ABS brakes made their appearance on a Quattro for the first time. With over 300 horsepower on tap in road trim, the Sport Quattro possessed supercar performance, boasting a 160mph top speed and 0-60mph time of only 4.8 seconds - truly outstanding figures even by today's standards. According to Eric Dymock's The Audi File: "214 were built; 164 were sold to customers, and 20 were used as competition cars by the Motorsport Department. The remainder were experimental and retained by the factory."

Initially prepared by Audi's Motorsport Department and driven in period by former World Rally Champion Hannu Mikkola, the 1984 Audi Sport Quattro offered here is the winner of the 1986 Welsh International and National Breakdown rallies, which were run over the challenging forest tracks of Wales and North Yorkshire. Driving '44 WMN', Mikkola also established a new record for closed cars at the Shelsey Walsh hill climb of 29.51 seconds. This historic Sport Quattro has featured extensively on video and in books, articles and rally reports, as well as in advertisements for Audi and Hella. It also features in the YouTube footage of the 1986 Welsh Rally.







44 WMN receiving attention from the works mechanics during the 1986 Fram Filters Welsh International Rally. Mikkola / Hertz would win by 20 seconds from McRae / Grindrod in an MG Metro 6R4 after 38 gruelling special stages. A victory all the more difficult coming just days after the tragic death of Henri Toivonen in Corsica.

For a while '44 WMN' was painted silver by Audi UK to help celebrate the 50th anniversary of Hans Stuck's storming the Shelsey Walsh hill at the wheel of the fearsome 5.3-litre V16 Auto Union Grand Prix car. It is currently finished in the distinctive Audi Sport livery as featured when the car was driven by Mikkola/Hertz in Wales and Yorkshire. Following its refurbishment, this famous Sport Quattro was much exhibited at major events and venues such as the NEC, and been driven by another World Rally Champion, Ari Vatanen, for a Group B feature in Top Gear magazine. The Audi has been a regular competitor at the Goodwood Festival of Speed where it has been driven by Hannu Mikkola and Stig Blomqvist, and it has also served as a course car on the Manx International Rally, while Mark Higgins and Malcolm Wilson drove it - for display purposes - at Croft.

The current vendor purchased the Quattro at a UK auction in December 2003, since when the car has benefited from extensive works to return it as close as possible to original condition, although the original aluminium roll cage has been replaced with a more robust steel item. Rebuilt by Lehmann Motorentechnik AG in 2010 (see bill on file for €9,323 dated 10th August 2010), the engine now displaces 2.3 litres and produces a mighty 554bhp (a respectable power output for an early-1980s Formula 1 car). The Quattro is geared down for a maximum speed of 115mph, which makes for breathtaking acceleration through the five gears.

In 2009 '44 WMN' was track tested at Silverstone by three-time Le Mans winner Alan McNish for the The Sunday Times: "As soon as the turbo kicks in, you've got this massive noise and the car absolutely blasts forward," he enthused. "I mean, I expected it to have strong acceleration because of the gearing, but I didn't expect it to have that acceleration. I thought it was going to be more progressive, but it was zero and then absolutely everything." More recently, the Quattro was track tested again, on this occasion at Race Retro, Stoneleigh for Audi Driver magazine's April 2017 edition. Copies of both these articles are on file and the car also comes with original documents. The last time the Quattro was used was at Stoneleigh in 2017, since when it has been kept in a climate controlled garage. The car has not been serviced as it has not been driven, although it has been started occasionally using fresh fuel.

A substantial quantity of rare and valuable spares comes with the car, to include the following:

Original seats and roll cage, gearbox, clutch components, suspension units, Hella auxiliary lights, front valance, radiator and housing

£1,200,000 - 1,400,000 €1,400,000 - 1,600,000

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams. com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this lot to prevent any last-minute delays.



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.





Two years after the introduction of the DB2/4 Mark II came the DB Mark III, 551 of which, mainly saloons, were made between March 1957 and July 1959. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. This restyled nose give the car a more imposing look, while the interior boasted a redesigned dashboard with instruments grouped in a cowled panel ahead of the driver. According to The Autocar: "The latest models - the DB Mk IIIs - have a number of important improvements and, in addition, a subtle crispness and refinement, as compared with the DB2/4, not easily attributed to any one modification."

The 3.0-litre DBA engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin) and featured, among other improvements, a stiffer block, stronger crankshaft, and a new cylinder head with bigger valves.









162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the Mark III was faster than any of its predecessors with a top speed of 120mph (193km/h).

The DB Mark III is also notable as the first Aston Martin to feature in a 'James Bond' novel, being driven by '007' in Goldfinger. It was also the last Aston Martin produced with the W O Bentley-era six-cylinder engine.

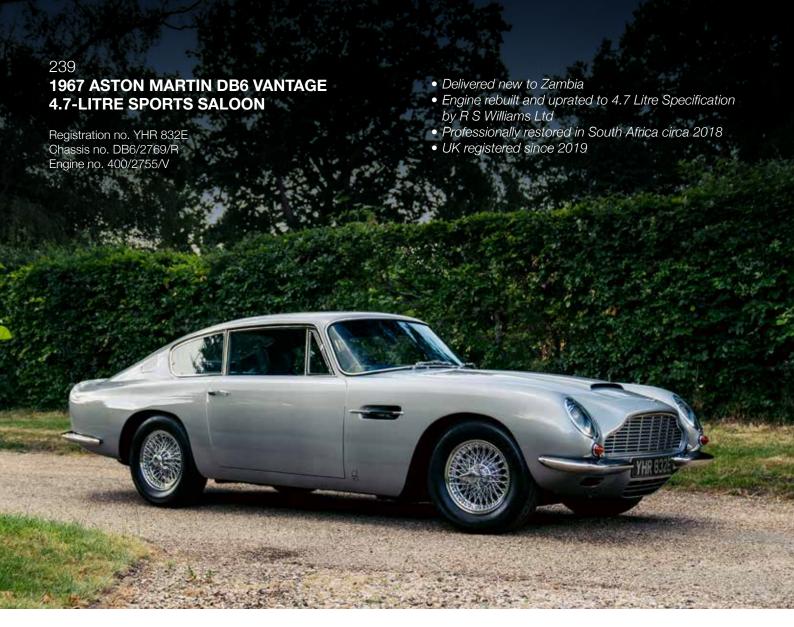
Its accompanying copy guarantee form reveals that chassis number '1658' was delivered new to Australia for one R F Rusk, while the AMOC Register of 2000 records the car as still there in 1994. The original colour scheme was Elusive Blue with Champagne leather trim. Various subsequent owners are listed on the (copy) Australian history sheet on file.

The current vendor purchased the Aston from Brooklands Classic Cars in October 2011, by which time the colour scheme had been changed to red with black interior. Dry stored since acquisition, the car will require recommissioning before it returns to the road.

£80,000 - 120,000 €93,000 - 140,000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.















"I have driven most of the Aston Martin models that have been produced, from the racing twin-cam 11/2-litre of the 1920s onwards. For years my favourite has been the DB3S sports-racer, but now my allegiance is wavering. There can be little doubt that the DB6 is the best Aston yet and it is a credit to British engineering." - John Bolster on the Aston Martin DB6 Vantage, Autosport, 21st October 1966.

Its accompanying copy guarantee form shows that this DB6 Vantage was sold new in May 1967 to a Mrs J N Cloete of Kitwe, Zambia. The car is recorded as a 'home delivery' with the UK registration 'NLD 515E'. The original colour combination was Fiesta (red) with black Connolly trim, and the car left the factory equipped with the optional 3.73:1 ratio limited-slip differential; chrome wheels; a heated rear screen; 3-ear hubcaps; and a power operated aerial.

In the 1970s the Aston was sold to a Mr Richards of South Africa, who kept the car in his possession for 25 years. It was during his ownership that car was repainted in the iconic Aston Martin colour Silver Birch. After Mr Richards' 25 year ownership of the car, it passed to a Mr Moti (still in South Africa) and subsequently by a Mr N Scheibe of Cape Town, SA.

While the DB6 was in Mr Scheibe's possession the engine was despatched to renowned margue specialists R S Williams Ltd for a complete rebuild to 4.7 litres specification, the work being invoiced on 28th August 2014 (see detailed bill and dynamometer printout on file).

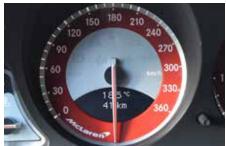
The car subsequently passed to a Mr Webb of Webb & Sons in Cape Town, whose company carried out a comprehensive cosmetic restoration (bodywork and paint) circa 2018. Its restoration completed, the Aston was shipped back to the UK and registered in this country. Serviced by Chiltern Aston Martin earlier this year (at 62,535 miles), this professionally restored and upgraded DB6 is offered with a UK V5C registration document, an original instruction book, and a history file of bills, photographs, etc.

£250,000 - 300,000 €290,000 - 350,000













Manufactured between 2003 and 2010, their new SLR supercar allowed Mercedes-Benz and its then Formula 1 partner, McLaren, to showcase their collective experience in the development, construction, and production of high-performance sports cars, and just like its legendary 300 SLR predecessor of 1955, it incorporated technological developments that were ahead of their time. Yet the term 'supercar' does not do full justice to the SLR, which, its peerless performance notwithstanding, is a luxurious and finely engineered Gran Turismo in the best traditions of Mercedes-Benz.

Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class. Taking just 3.8 seconds to sprint from 0-100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The two-seater has a top speed of 334km/h (207mph). The five-speed automatic transmission was specially optimised for very high torque while affording the choice of different shift characteristics using the Speedshift system.

Finished in Yellow with Silver Arrow Red leather interior, the SLR McLaren offered here was built to Swiss specifications. An exclusive 'Crown Edition' variant, it comes equipped with various '722' model options:

Carbon fibre front splitter, rear diffuser, rear wheel dams and front floor front and rear aero dams, lighting, air brake deployment angles, vehicle ride height and dampers, wheel rims in polished aluminium, engine 650PS (641bhp), ECU and low temperature cooler, gearbox control unit, ESP control unit and SBC software.

In addition, this car also features the 19" brake system, top shell grilles, brake calipers in gold, and visual woven pre-preg carbon fibre air brake. Offered with copies of its purchase invoice and manufacturer's Certificate of Conformity, the car has spent most of the time since delivery on static display and will require recommissioning before further use.

£300,000 - 500,000 €350,000 - 580,000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

1969 UNIPOWER GT COMPETITION

Registration no. LTM 80G Chassis no. UWF1012

- 1 of only circa 40 surviving examples
- Period competition history
- Valid FIA HTP's until 2033
- Le Mans Classic Eligible
- Rebuilt by world renowned race team, RJN Motorsport
- Road registered and eligible for Modena Cento Ore and Tour Auto







Created in 1965 and launched to the public in January 1966, the Unipower GT is arguably the best production special to have appeared during the 1960s. Mechanically Designed by Ernie Unger and Val Dare-Bryan, incorporating their considerable competition experience, the bodywork was drawn by the legendary Ron Bradshaw who is credited with also drawing the original Ford GT40. Conceived by racers and built with an unswerving commitment to quality in design, manufacture, materials and finish, the Unipower GT combines prevailing competition design and the individual and instantly recognisable styling that the 1960s allowed.

Constructed on a tubular space-frame with fully independent suspension bonded to a lightweight race-bred fibreglass body. This provides a light, rigid structure in which a BMC 'A' Series transverse engine and transmission is mounted in a mid-engine configuration. Body and spaceframe were manufactured by leading competition fabricators of the era, and the road cars were trimmed by the famous Wood and Pickett.

73 Unipowers were manufactured in the UK between 1966 and 1970, the majority as road cars. A few were produced as racing thoroughbreds, appearing at circuits both nationally and internationally. Even fewer are raced to this day. Of the total 73 built, today only 40 survive these days, making it an incredibly rare and eligible car.

This particular example, chassis number UWF1012 is featured in the Unipower GT book by Gerry Hulford, and has competition history dating back five decades. Originally purchased by a Mr Saunders from Monty & Ward Motors in May 1969, since then the car's history has been fully documented, right down to details such as the early competition front air-dam being designed and manufactured by Mathwall Engineering. From 1969 to today, the car has always worn 'LTM 80G' registration, and it comes with a current V5C.

Today the car is truly race-ready having been rebuilt by the engineers at RJN Motorsport (Blancpain GT4 and GT3 overall PRO Champions). In the specification photographed (sister chassis 1969 Gran Premio Mugello spec), the car has a new HTP, lasting until 2033. The FIA racespec Cooper S engine was built by Roger Heavens, with the usual Omega pistons, lightweight flywheel, FIA cam, polished and ported head and breathing through Weber 45DCOE. The gearbox was rebuilt by Racing Transmissions. Weighing only 545kg and with astonishing amounts of grip, the phrase "giant-killer" was coined for the competition spec Unipower GT.

Eligible for a huge number of race series across the UK and Europe and one of the most affordable ways on to the Le Mans Classic grid, or a fabulously nimble and competitive car for the great road rallies such as the Modena Cento Ore and Tour Auto.

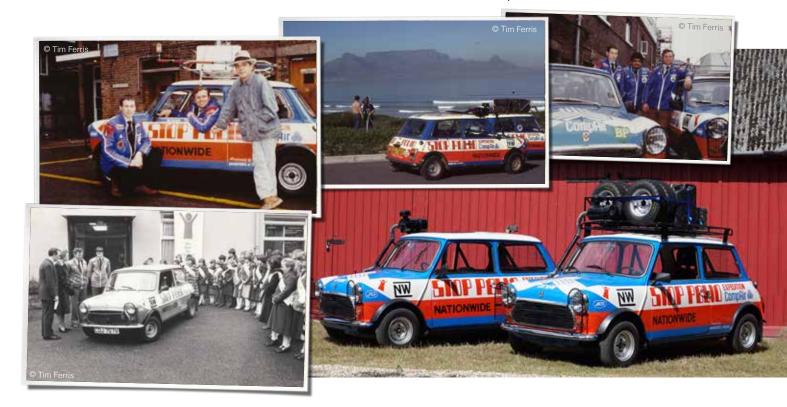
£50,000 - 70,000 €59,000 - 82,000

Offered from the Collection of Valentine Lindsay

A PAIR OF 1979 MINI 'AROUND THE WORLD' SALOONS

Registration no. COJ 756V & COJ 757V (see text) Chassis no. XL2S1N655915 & XL2S1N655916 (see text)

- Circumnavigated the world in 1980/1981, covering 60,000 miles
- Expedition in aid of the 'Stop Polio' charity
- Consecutive registration and chassis numbers
- Present ownership since 2017
- Professionally restored between 2017 and 2019
- Sold as a pair



Over the years there have been countless endeavours for the benefit of charitable causes, but surely none more unlikely than driving a pair of identical Minis around the world, a distance of some 60,000 miles, raising funds for polio research. The man behind this worthy but seemingly foolhardy enterprise was lifelong adventurer Tony Clarke, who recruited 19-year-old mechanic Tim Ferris as second driver. Ferris worked for British Leyland dealership Mumfords of Truro, who supplied and prepared two identical Minis – nicknamed 'Jack' and 'Jill' - for the expedition. BBC TV's *Nationwide* current affairs programme covered the trip, which received celebrity endorsement from HRH Princess Anne and rock star lan Dury, who had contracted polio as a child.

The two Minis departed from the BBC's Lime Grove studios in the early summer of 1980 bound for France. The Minis were driven south to Marseilles and then shipped to Algeria, joining a convoy across the Sahara desert.

By the time Lagos was reached the cars needed numerous replacement parts. Flooding meant the two Minis were flown to Nairobi in Kenya. Having successfully reached Zimbabwe via Tanzania and Malawi, the two Minis required new engines, which were fitted in South Africa, the replacements being more powerful 1,275cc units. Sump guards and truck-type air filters were fitted at the same time.

For the next stage, the Minis were shipped by sea to Uruguay's capital Montevideo. Argentina was followed by Brazil. The journey across Venezuela brought with it much drama, when Jack's brakes failed. Jill towed Jack for the final 1,250 kilometres to Caracas, from whence they were shipped to Miami for the United States leg. From LA the Minis were transported to Singapore. Having traversed Thailand and Malaysia, the Minis were shipped across the Indian Ocean to India.

Having travelled through Pakistan, Iran, Turkey and mainland Europe, the pair arrived back in the UK after an epic 13-month adventure to be greeted by *Nationwide* reporters. Jack and Jill had covered 60,000 miles and raised £25,000 for the Stop Polio charity.

The Minis later spent time on display in a local car museum. When the museum closed the pair were transferred into private ownership and eventually the historic Minis, were purchased by Valentine Lindsay in 2017. Lenny Thackray was commissioned to undertake their restoration, including engine and gearbox rebuilds, with the aim of saving as many of the original features as possible. All the body panels were blast-cleaned and reused, which meant commissioning a professional signwriter to recreate the original sponsors' livery. One boot lid was replaced and the original retained for reference, while Tim Ferris was able to provide thousands of transparencies to assist in the process. A pair of Corbeau bucket seats complete with four-point harnesses were fitted in place of the originals, which were, of course, retained. New wheels were fitted, but otherwise the cars remain largely original. After two years undergoing painstaking restoration, the 'Stop Polio' Minis debuted at the London Classic Car Show in 2019, receiving an enthusiastic reception.

Vehicle registration number 'COJ 756V', chassis number 'XL2S1N655915', is registered with the DVLA and comes with a V5C in the vendor's name. Chassis number 'XL2S1N655916', the other car of the pair, was registered as 'COJ 757V' but the vendor never received a V5C from the person he bought them from. Thus the believed original registration number 'COJ 575V' and V5C are not with the car and the buyer is advised to contact the DVLA to register it - should they so wish - under the original registration number using form V765. The original chassis plate is with the car to aid registration.

£40,000 - 45,000 €46,000 - 52,000

1955 JAGUAR XK140 SE COUPÉ

Registration no. 315 XVJ Chassis no. S814552DN Engine no. G4426-8S

- Desirable SE model
- Delivered new to the USA
- Brought back to the UK in 1989 and stored
- Professionally restored and upgraded 2017-2019 (almost £190,000 spent)
- Superb condition







Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycockde Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph.

One of 1,966 XK140 coupés made in left-hand drive configuration, this desirable SE model left the factory in August 1955 bound for Hoffman's in New York, USA. The car was originally finished in Pastel Blue with red interior trim and was equipped with the overdrive gearbox. Little is know of the car's history in the USA, although it was titled to one Craig Harper of Nashville, Tennessee in 1982. The XK was brought back to the UK in 1989. It then resided in a garage in the West Midlands for many years and there are photographs on file of it being craned out, normal access having been blocked by subsequent building work.

The current vendor purchased the 'barn find' Jaguar circa 2017 and commissioned renowned marque specialists Twyford Moors of Clanfield, Hampshire to undertake a restoration. Carried out between 2017 and 2019, the rebuild cost almost £190,000. Desirable upgrades include power steering, front disc brakes, alloy radiator and header tank, alloy fuel tank, three-point seat belts, Bluetooth stereo system, and a tracker.

The XK has covered very little mileage since completion and is only offered for sale because the vendor's health issues mean he is no longer able to drive it. Presented in truly superb condition, this expertly restored and sensibly upgraded XK140 SE is offered with Heritage Certificate, a V5C registration document, and restoration bills and photographs.

£90,000 - 120,000 €110,000 - 140,000

244 * N

1970 ASTON MARTIN DBS VANTAGE SPORTS SALOON

Registration no. not UK registered Chassis no. DBS/5670/R Engine no. 400/4742/SVC

- Rare interim model
- Desirable manual transmission
- Formerly registered in Germany
- Dry stored since acquisition
- Requires recommissioning







Styled in-house by Bill Towns, the beautiful DBS was Aston Martin's first all-mew model for many years and caused quite a stir on its arrival in 1967, *Autocar* magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. This well proven engine was available in standard tune, producing 282bhp or, as a no cost option, to Vantage specification with triple Weber 45DCOE carburettors, special camshafts, and a higher compression ratio, in which form its maximum was raised to 325bhp. Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the DBS was, inevitably, heavier. though the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, Autocar judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

"Turning to matters other than performance, we really were most tremendously impressed by the DBS," enthused *Car* magazine. "The interior, especially merits praise not only for its uniquely satisfying aesthetics and superb finish (way, way ahead of any Italian rival in this respect) but also for the thought that has gone into the ergonomics of its layout."

Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, On Her Majesty's Secret Service, starring George Lazenby as the eponymous secret agent.

This particular DBS Vantage was delivered new to Plough Motors (Stroud Valley) Ltd on 23rd September 1970, and left the factory finished in Caribbean Pearl with dark blue interior trim. The accompanying copy guarantee form confirms that the car was built to 'ZF Vantage' specification. Unfortunately, nothing is else known about the Aston's history apart from the fact that copy registration documents on file show it has been registered in Germany. Dry stored since acquisition by the current vendor, the car will require recommissioning before returning to the road.

£70,000 - 100,000 €81,000 - 120,000 No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.





Bonhams is delighted to present this exciting DB4 Series III restoration opportunity. Completed in 1961, chassis number 'DB4/646/R' is an original right-hand drive 'Series III' saloon, built with the rare and desirable overdrive gearbox and subsequently converted by Aston Martin in Newport Pagnell to the later 'Special Series' engine specification (in 1964). The copy quarantee form on file records a truly unique original build specification, and a notable first owner, which we cover in more detail below.

'DB4/646/R' was delivered new on 6th May 1961 finished in Caribbean Pearl paintwork with Dark Blue Connolly leather interior. The vehicle was ordered by Oei Tjong Tjay, son (and one of 26 children!) of Chinese-Indonesian shipping tycoon Oei Tjong Ham. Founder of the Kwian Gwan shipping company, Tjay's father was known to be the wealthiest man in Asia at the turn of the 20th Century, which earned him the nickname of the 'Man of 200 Million'.

Oei Tjong Tjay specified this DB4 to his exacting requirements. The guarantee form lists extensive options including an engine oil cooler; Marchal front fog lamps; indicator side repeaters to both front wings; electric windows; chrome wheels; heated rear window; an oil temperature gauge; pockets to the front seat backs; yellow headlamp bulbs; a loudspeaker wired to the rear bulkhead; and the aforementioned overdrive gearbox.







After research by the Aston Martin Heritage Trust, it has been confirmed that of the 165 Series III DB4s produced, only 11 were finished in Caribbean Pearl with Dark Blue leather. It would be fair to assume only a handful of these were built with the rare overdrive option such as '646/R'.

The DB4 was sold directly to the first owner by AML and registered in Amsterdam where the shipping company's headquarters was located. In February of 1964, at 19,182 miles and while still owned by Oie Tjong Tjay, '646/R' returned to Aston Martin at Newport Pagnell for an engine upgrade to the later triple-carburettor 'Special Series' engine known to have been first offered in 1962. This upgrade included a Vantage specification cylinder head. During this upgrade work at Newport Pagnell, the DB4 was instructed to be repainted in Fiesta Red.

After relocating to the USA, the Aston was sold in 1971 to its second owner, known to be a US Army Officer, then later acquired in 1979 within the USA by Mr Mark Strachan, who retained the car until 1990. The history file continues in May 1990 when '646/R', at that time still painted in Fiesta Red, was repatriated to the UK under the ownership of AMOC member Mr Hugh Clarke-Williams, who commissioned a cosmetic restoration back to the original Caribbean Pearl body colour, plus a cylinder head rebuild and other works.

Mr Clarke-Williams made a special effort to contact ICI, the original paint manufacturers, for their formulation of Caribbean Pearl, such was his attention to detail, while the re-trim in Parchment leather was entrusted to Connolly at their Wimbledon headquarters. Mr Clarke-Williams' illustrated history of the car and its restoration is on file (inspection recommended).

The history file shows that '646/R' was sold at auction to a classic car dealer in 2001 before being acquired by the most recent owner in 2003. During the last nine years the Aston has been enjoyed by the owner's family on European tours.

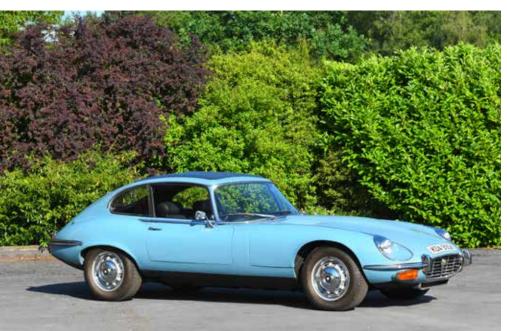
Having returned to Newport Pagnell once more in 2022, the DB4 was thoroughly assessed by Aston Martin's Heritage Workshop and it was noted that the engine number and gearbox number both match the guarantee form. Worthy of closer inspection, this unique DB4 Series III represents an exciting opportunity for the next custodian to restore or recommission it to the highest standards, with the utmost regard for its unique build specification.

£250,000 - 300,000 €290,000 - 350,000

1971 JAGUAR E-TYPE SERIES 3 V12 2+2 COUPÉ

Registration no. KDA 990K Chassis no. 1S 50522 Engine no. 7S 3899SA

- Three owners from new
- Present ownership since 2012
- Believed to be circa 39,500 miles from new
- Well maintained
- Manual transmission







One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version - the 'Series 3' V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastestaccelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-andout sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and 2+2 coupé versions, both of which used the longwheelbase floor pan introduced on the Series II 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

A manual transmission model manufactured in September 1971, 'KDA 990K' was originally finished in light blue with dark blue trim. Sold new to Andrew W Tipper of Walter Tipper Ltd in Lichfield, the E-Type had enjoyed only one registered keeper (assumed to be the aforementioned Mr Tipper) and was showing a mere 33,300 miles when the previous (second) owner purchased it at a UK auction in 2009. Maintained from new by Central Garage in Lichfield, Staffordshire, the E-Type was said to have been kept in a heated garage and was described as totally original and 'never painted, welded or restored in any significant way'. Central Garage's letter confirming the mileage is on file. The current odometer reading is c.39,500 miles.

In April 2008 the E-Type was sent to Jaguar specialists XK Engineering in Coventry for a thorough overhaul in preparation for more frequent use. These works included replacing all the usual items that deteriorate over time (rubber hoses, bushes, mountings, etc) and a full overhaul of the braking system. XK Engineering were quoted as saying they had 'rarely seen a better, more original example'.

The current (third) owner purchased the E-Type in March 2012. Accompanying documentation consists of a copy JDHT Certificate; old/ current V5/V5C registration documents; a quantity of expired tax discs and MoTs; numerous bills; and an original owner's handbook for the Series 3 E-Type.

£40,000 - 50,000 €47,000 - 59,000

2001 AC COBRA MK IV 'CARBON ROAD SERIES' ROADSTER

Registration no. Y149 COF Chassis no. SA9AC3020YA17534 Engine no. CRS009534

- First owned by Damon Hill
- Number '34' out of 37 CRS models built
- 5.0-litre Ford V8 engine
- Present ownership since 2007
- Only 15,358 miles recorded







Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars of Thames Ditton and the Ford Motor Company. The former's Ace provided the simple twin-tube chassis frame - strengthened and supplied with four-wheel disc brakes for the Cobra - into which was persuaded one of Ford's lightweight small-block V8s. The 4.2-litre prototype first ran in January 1962, with production commencing later that year. Production ended in 1967 after 1,029 cars had been built.

But for Brian Angliss, the Cobra story would have ended in 1967. The Autokraft boss had built up a business restoring Cobras and supplying parts, and in the early 1980s acquired the rights to the AC name plus a quantity of jigs and tooling from the old Thames Ditton factory. Keeping the overall style of the Mark III, Autokraft produced the Mark IV, which was appropriately updated to meet then current legislation and powered by a 'federalised' 5.0-litre Ford V8. Around 450 were built before Autokraft folded in 1996, largely due to costs incurred developing its new Ace model.

In December 1996 the company was sold to South African businessman Alan Lubinsky, who continued production in Weybridge under the AC Car Group Ltd name. Both the Cobra Mark IV and the Ace were made, and soon a 'Carbon Road Series' (CRS) version of the former was announced, featuring, as its name suggests, a carbon-fibre bodyshell.

Number '34' out a total of 37 CRS models built, this example was owned and driven when new by the 1996 Formula 1 World Champion, Damon Hill (see magazine article on file). Its engine is a 5.0-litre Ford V8, as fitted to the then current Mustang, which drives the rear wheels via a Tremec five-speed gearbox and Hydratrak limited-slip differential. Other notable features include Halibrand alloy wheels, a wet weather hood, side screens, and a tonneau cover. The car has belonged to the current vendor since 2007 and the current recorded mileage is 15,358. Representing a very rare opportunity to own a piece of British motoring history, this beautiful limited edition Cobra is MoT'd to 2nd May 2024 and comes with a UK V5C registration document.

£80,000 - 100,000 €94,000 - 120,000

248 * N Unique factory prototype 4.7-litre Ford V8 engine 1963 AC MA-200 ROADSTER PROTOTYPE • Known ownership history Registration no. 603 UXT Chassis no. MA-200 • Professionally restored in the USA 2006-2010 Amelia Island Concours d'Elegance class winner 2010 Engine no. 1445 • Extensive history file 6.000 P.E











One of the British motor industry's more fascinating 'might-havebeens', this beautiful open roadster is an indication of what might have replaced the AC Ace had the company not been occupied building Carroll Shelby's Cobra. The car's curious 'MA' chassis number prefix is assumed to refer to AC's Polish engineer Zdzislaw Marczewski, a former RAF bomber pilot who had arrived at AC Cars from General Aircraft at Feltham. Despite being fully occupied with AC's many other engineering projects, which provided the lion's share of its income, Marczewski found time to design a range of horizontally opposed engines ranging from a 500cc twin to a 2.4-litre six. When thoughts turned to an Ace replacement, the 2.4-litre six was considered as a possible power plant. In the event, common sense prevailed and the MA-200 prototype was fitted with the (much cheaper and more powerful) 4.7-litre small-block Ford V8 that had proved such a success in the Cobra.

What emerged from the design process was a car larger than the Ace/ Cobra featuring a spaceframe chassis (wheelbase 96") clothed in sleek Italianate aluminium bodywork. Beneath the skin there was coil-sprung independent suspension all round: by cantilevered upper links and lower wishbones at the front and struts and wishbones at the rear, the latter a departure from the customary live rear axle, together with inboard rear disc brakes and high-level rack-and-pinion steering. Indeed, in terms of its chassis and running gear, the MA-200 was one of the most advanced sports cars of its day.

Registered as '6000 PE' on 19th November 1963, the car was driven for many years by AC's managing director, Derek Hurlock, before being sold into private ownership in 1968, passing to Dr Roger Field of Bickley, Kent, who placed it in storage. AC Cars serviced MA-200 for Dr Field in July 1969 and a copy of their bill is on file. Before then, Road & Track magazine's December 1964 edition had published a photograph of MA-200, declaring: "a prototype AC Cobra has been seen on the roads of England, giving cause to many rumours." While in Dr Field's care the original engine was replaced with another Ford V8 (see below). When Dr Field died in 1983, the AC was purchased by Mr Peter Hague of Chichester. In 1985 the car was registered to Mr Jeremy Davidson of Callington, and then in September 1997 to Mr Robert James Edwards of Bristol.

Some years later, collector and SCCA member Mark Gold came across an advertisement for an AC V8 prototype, bought the car in July 2006 and had it shipped to his home in Miami, Florida. It was at this time that the Field-fitted V8 was discovered to be one used at the beginning of the Ford GT40 programme, and it was decided to replace this with one close in manufacturing date to the original: the latter was '1664' and that currently fitted is '1445'.







Jason Wenig of The Creative Workshop in Dania Beach, FL was commissioned to undertake this most challenging project and return MA-200 to concours condition while using as many original parts as possible. The team's efforts were justly rewarded in 2010 when MA-200 won the 'Best in Class - Sports and GT Cars 1962-1970' award at the Amelia Island Concours d'Elegance.

The AC went on to achieve more top honours at the 36th 'Concours d'Elegance of America' at St John's in Plymouth, Michigan in July 2014, entered in the 'Evolution of the Sports Car 1900 to 1975' class. During Mark Gold's stewardship MA-200 was driven sparingly and carefully maintained by his museum's curator. The AC returned to the UK in 2021, finding a new owner in this country, and is currently registered as '603 UXT'.

MA-200 has featured in numerous publications over the years, including Classic ACs - Auto-Carrier to Cobra by John McLellan, and has its own The Lost Prototype chapter in the Shelby Registry. An important piece of AC Cars' history, this unique factory prototype comes with a massive history file of documents, drawings, photographs, MoTs, registration documents, shipping paperwork, photocopied literature, correspondence and numerous restoration bills, etc supporting its provenance (close inspection recommended).

£450,000 - 550,000 €530,000 - 650,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

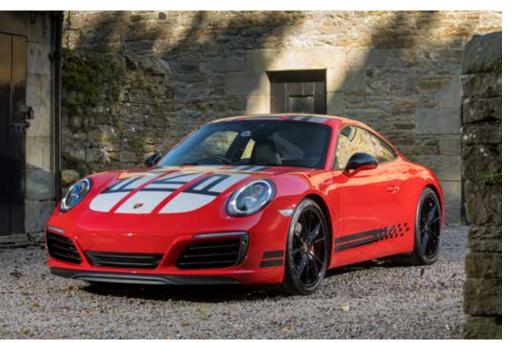




2017 PORSCHE 911 TYPE 991.2 'ENDURANCE RACING EDITION' CARRERA S COUPÉ

Registration no. UK registered (see text) Chassis no. WP0ZZZ9Z115114212 Engine no. 012546

- Two owners, 8,138 miles from new
- PDK semi-automatic transmission, cruise control upgrade, sliding metal roof
- Full Porsche main dealer service history
- Last serviced 100 miles ago (two-year warranty valid until 2025), immaculate with full ceramic detailing, PPF to front areas







The seventh generation of Porsche's perennial 911 sports car was designated 'Type 991', succeeding the Type 997. Introduced at the Frankfurt Motor Show in September 2011, the Type 991 is only the third all-new platform for the 911 since the original of 1963, the second being the Type 996 of 1999. Following its established practice, Porsche offered Coupé, Cabriolet, Targa, GT3 and GT3 RS variants to cater for all customer demands ranging from soft-top boulevard cruiser to trackday assault weapon.

In September 2015, the Type 991 was introduced in revised and restyled form for the 2016 model year, becoming the '991.2' in factory parlance. Turbocharged engines were now standardised throughout the range: a 3.0-litre unit in the Carrera and Carrera S, and a 3.8-litre in the Turbo models. Also new for 2016 was another special – the Endurance Racing Edition, built by the Porsche Exclusive department – released to celebrate the company's outstanding success in that form of motor sport. Boasting livery inspired by Porsche's works World Endurance Championship Type 919 hybrids, the ERE featured a carbon-fibre interior, red seat belts, floor mats with red leather edging, a red band to the steering wheel top, and 'Porsche Intelligent Performance' embossed on the centre armrest. Topping it all off were door sills illuminating the words 'Carrera S Endurance Racing Edition'.

The power output of the regular Carrera S's turbocharged 3.0-litre engine remained unchanged at 414bhp and 369ft/lb of torque, while the running gear was upgraded with the Porsche Dynamic Chassis Control (PDCC) system, which provided for lowering the body by 20mm and rear axle steering. The ERE could be ordered with either a manual gearbox or Porsche PDK semi-automatic transmission at a premium of over £21,000 on top of the Carrera's base price, making the total cost around £107,000.

This ERE was ordered by a collector at the 2017 Goodwood Festival of Speed and professionally stored by its first owner from December 2017 to May 2021 when it was purchased by our vendor with only 35 miles on the odometer. Now with 8,138 miles showing, the car comes complete with its collector's Endurance Racing Edition presentation pack in Porsche wallet; all handbooks; ERE white fitted cover with stripes/logo; branded ERE carrying bag; tool kit (unused); Vodafone tracker system; and unused floor mats (in bag). Accompanying documentation includes delivery paperwork; a UK V5C Registration Certificate; MoT to 16th May 2024; and full Porsche service history consisting of main-dealer service invoices. The last (six-year) service was carried out 100 miles ago (on 19th May 2023) and the car comes with a two-year warranty (valid until 9th May 2025). Interested parties should note that the current cherished UK registration number is being retained by the seller and that the car is offered with the UK age related plate FM66 VMD. The process is still with the DVLA.

£95,000 - 110,000 €110,000 - 130,000

250 Ω N

1999 ASTON MARTIN V8 VOLANTE LWB CONVERTIBLE

Registration no. not UK registered Chassis no. SCFDAM2C8XBR89047 Engine no. 97/89047/A

- One of only 64 LWB Volantes made
- Automatic transmission
- Two owners from new
- Stored since acquisition in 2012
- Requires re-commissioning







The Volante convertible had been the big seller of the 'old' V8 line-up, so it was surprising that Aston Martin took more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October. Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual 'box continued to be available as an option.

After spearheading the Aston Martin V8's transformation for the 1990s, the Virage name was dropped during 1995, its place as the 'standard' model being taken by the V8 Coupé. Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the Vantage's muscular styling cues but retained the normally aspirated, 5.3-litre engine. The latter boasted revised cylinder heads, camshafts, pistons and an improved 'Alpha Plus' electronic engine management system, all of which boosted maximum power by 24bhp over the Virage unit.

Premiered at the London Motor Show in October 1998, the V8 Coupébased long-wheelbase Volante convertible is one of the most elegant of modern day Aston Martins. Built on a wheelbase not shared with any other V8 Aston, this longer Volante benefited from a 200mm stretch that increased both rear passenger legroom and luggage space.

The last production Volantes built at Newport Pagnell, these cars came with a quoted 354bhp on tap; the factory claimed a 0-60mph time of 6.2 seconds and a top speed of over 150mph, making the LWB Volante one of the world's fastest soft-tops. Given the £169,500 asking price, it is perhaps not surprising that by the time production of Aston Martin's long-running V8 ceased in 2000, only 64 of these exclusive, last-of-the-line Volantes had been built compared with 234 of the standard short-wheelbase version.

This example was first registered to Mr Alistair Fulton of Surrey on 1st February 1999, passing via Byron International to the current (second) owner in March 2012, when when it was exported and has since been kept on static display. Recommissioning will be required before this most aristocratic of convertibles returns to the road. Accompanying paperwork consists of copies of the 2012 purchase invoice and the car's old expired UK V5C Registration Certificate (for 'S134 CPD').

£40,000 - 60,000 €47,000 - 70,000 No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

251 Ω Ν

2008 MERCEDES-BENZ SLR MCLAREN ROADSTER

Registration no. not UK registered Chassis no. WDD1994761M001637 Engine no. 155980-60-001720

- Built to Swiss specifications
- Automatic transmission
- Circa 100km on the odometer
- Dry stored since acquisition
- Requires re-commissioning





Manufactured between 2003 and 2010, their new SLR supercar allowed Mercedes-Benz and its then Formula 1 partner, McLaren, to showcase their collective experience in the development, construction, and production of high-performance sports cars, and just like its legendary 300 SLR predecessor of 1955, it incorporated technological developments that were ahead of their time. Yet the term 'supercar' does not do full justice to the SLR, which, its peerless performance notwithstanding, is a luxurious and finely engineered Gran Turismo in the best traditions of Mercedes-Benz.

Built at Mercedes-Benz's AMG performance division, the SLR's engine is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful ever found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs. As Car & Driver magazine observed: 'This lends mind-boggling elasticity to the SLR, with passing performance that has to be felt to be appreciated.'









Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class. Taking just 3.8 seconds to sprint from 0-100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The two-seater has a top speed of 334km/h (207mph). The five-speed automatic transmission was specially optimised for very high torque while affording the choice of different shift characteristics using the Speedshift system.

Costing US\$573,000 when new, the stylish SLR McLaren Roadster offered here was built to Swiss specifications for the current vendor and comes equipped with the following options:

Yellow paintwork (special) Silver Arrow leather in Classic 300 SLR Red 'Panama Red-Black' fabric soft-top Black carbon trim interior Stitching in contrasting black Embossing SLR logo Two-tone steering wheel in Black/Classic Red Leather edging for floor mats in Classic Red CD changer 19" light alloy wheels with asymmetric 'Turbine' design 19" brake system with red brake calipers

Carbon-fibre bucket-type sport seats XL size

Offered with photocopies of its purchase invoice, receipt and manufacturer's Certificate of Conformity, the car has spent most of the time since delivery on static display and will require recommissioning before further use.

£150,000 - 200,000 €180,000 - 230,000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

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1963 ASTON MARTIN DB4 'SERIES V' SPECIAL SERIES 4.5-LITRE SPORTS SALOON

Registration no. 475 DUG Chassis no. DB4/1016/R Engine no. 370/1065/SS

- Known ownership history
- Restored during previous ownership
- Further restoration and numerous upgrades by R S Williams
- Present ownership since 2004









'The Aston Martin DB4 was perhaps the finest compromise which the David Brown-owned company ever achieved between exceptionally high-quality, exceptionally high-performance, exceptionally lavish finishing and yet properly contained overall size and weight - a great British product, benefiting from the styling input of Touring of Milan...' -Motors, 1965.

Built in 1962 and first registered on 1st January 1963, this car is the only DB4 to have been fitted with an automatic gearbox from new. The accompanying copy quarantee form lists the Special Series engine and Borg Warner transmission under 'Particulars of Non-Standard Equipment', although the original three-speed Borg Warner transmission has since been replaced with a modern four-speed unit (the original 'box is included in the sale). Models equipped with the Special Series engine would later adopt the 'Vantage' name. The first owner is listed as Slater & Co (Limestone) Ltd of Pickering and the original colour scheme as Dubonnet with White Gold Connolly leather interior trim. Two further owners are listed: Ralph Bolton Ltd of Cardiff and Neil Lunt Esq of West Yorkshire.

When, in 1986, Neil Lunt had noticed a dilapidated DB4 in a back corner of the local repair garage, serving as the guard dog's bed, he recognised it as the same car he had spotted and lusted after outside a local supplier of office equipment 23 years previously.

The owner was tracked down and a deal struck. Its sorry state notwithstanding, the Aston had covered only 48,000 miles from new, as evidenced by an engine that showed very little wear. Neil's ten-year restoration of the car was documented in Practical Classics magazine's December 1999 edition (copy on file).

'475 DUG' was registered to its next owner, the current vendor, on 1st November 2004, since when the car has undergone further restoration work at the hands of renowned Aston Martin specialist Richard Williams. Works carried out included replacing the gearbox and uprating the engine to 4.5 litres Vantage specification (dynamometer tested at 310hp), including an unleaded-compatible cylinder head. The suspension, brakes, cooling system and electrics have all been discretely upgraded to modern specifications to enable the car to be used safely in contemporary road conditions. There is also a cleverly concealed sound system with CD autochanger. Finished in Black Pearl with Magnolia hide interior, this beautifully restored and extensively upgraded DB4 is offered with sundry restoration invoices and a V5C Registration Certificate.

£250,000 - 300,000 €290,000 - 350,000 Offered from the private collection of Roger Bray

1961 PORSCHE 356B T5 1600 SUPER CABRIOLET

Coachwork by Reutter

Registration no. TSU 906 Chassis no. 154845 Engine no. 802323

- Delivered new to VW Mexico
- Matching chassis and engine
- Present ownership since 2015
- Excellent restored condition













One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalias of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the margue's long and illustrious association with La Sarthe.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutterbodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders, predominantly Glaser and Reutter in the early years, while production of the Convertible D (now renamed "Roadster") was undertaken by Drauz of Heilbronn and later d'leteren of Brussels

By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions. The engine, now standardised at 1,600cc, was available in three different stages of tune, the most powerful - apart from the four-cam Carrera being the 90bhp unit of the Super 90. The 356B represents significant advances in driveability and comfort over earlier 356 models and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

Chassis number '154845' was sold new to VW Mexico in 1961. In 1987 the Porsche was sold to a Mr Larrinaga, and there are MoTs on file dated 1988, 1990, 1992 and 1993 while the car was in his ownership. Renowned and well regarded marque specialist Roger Bray purchased the car in 2015. As with all Roger Bray restorations, this example was finished to an exceptionally high standard, and today it is excellent in all respects.

The Ruby Red paintwork complements the grey leather interior beautifully. TSU 906 features the following desirable accessories and upgrades: headrests, radio, inertia-reel seat belts, full tonneau cover, hood bag, 12-volt conversion, chrome wheels, wood-rim steering wheel, headlight grilles, spotlights, tool kit, jack, and owner's manual. Rarely are Super 90 cabriolets offered in such condition.

£120,000 - 150,000 €140,000 - 180,000













Testing an Aston Martin V8 Vantage in 1977, *Autocar* magazine recorded a 0-60mph time of 5.4 seconds, and estimated its top speed as 170mph, figures comparable with those achievable by a Ferrari Daytona or Lamborghini Miura. For those with a yen for even greater performance there was the factory's optional 'X-Pack' engine (like this example's) which, depending on the state of tune, had up to 432bhp available. By way of comparison, Ferrari's contemporary 12-cylinder Testarossa could only manage a relatively paltry 390 horsepower. The 'X-Pack' engine was first made available in 1986, the engine number suffix changing from 'V' to 'X'.

As the Vantage's mechanical specification progressed so did the coachwork, with wheel arches flaring to accommodate wider rims, increasing the overall width by 2", and 16"-diameter wheels being introduced. Unlike the V8 saloon, which reverted to fuel injection in 1986, the V8 Vantage kept its 48IDF Weber carburettors to the end of production in December 1989, by which time 361 cars had been built. Copy documents on file reveal that this particular Vantage X-Pack was retailed via Aston Martin Sales Ltd and sold new to one D Donovan Esq of Middlesex, UK.

The Car Record Card shows that '12676' was manufactured in right-hand drive configuration (hence the 'R' in the chassis number) and with an MPH speedometer (the car is currently left-hand drive and has a km/h speedometer) while the original colour scheme is recorded as Suffolk Red with Burgundy-piped Magnolia trim.

The Vantage subsequently spent time in Belgium and Germany (see copies of registration papers on file). The service book (stamped between 1994 and 2009) shows that the first service was carried out at the Newport Pagnell factory in February '94 at 198 miles, with subsequent services and maintenance undertaken by recognised specialists, principally Roos Engineering (correspondence and bills on file). In the early 2000s, while owned by a doctor in Germany, the Vantage was at R S Williams' workshops in the UK for conversion to 7.0 litres capacity and the installation of other bespoke upgrades, as evidenced by RSW's detailed invoices on file. Interestingly there is also a letter on file from a previous owner in Germany to R S Williams, mentioning that he believed there was a fuelling problem above 180mph, clearly the car was being used as intended!

The current vendor purchased the Aston from Albion Sports & Collectors Cars of Temse, Belgium in February 2010, since when it has been kept on static display as part of the owner's extensive private collection. Re-commissioning will be required before the car returns to the road.

£160,000 - 240,000 €190,000 - 280,000 No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.













Former holder of the Guinness World Record as builder of the fastest production car, the Swedish firm of Koenigsegg succeeded - against all the odds - in establishing itself in the front rank of supercar manufacturers within a decade of its foundation. Among UK motoring enthusiasts Koenigsegg is now a household name, thanks to its setting a new lap record on BBC Television's Top Gear programme in 2006, ahead of all contemporary supercars.

The company was founded in 1994 by sports car enthusiast Christian von Koenigsegg, who was running a successful import/export business at the time. His aim was nothing less than the creation of the ultimate performance car, where no technical solution would be deemed too difficult. Christian himself drew up the initial layout and in those days he even hand-modelled everything himself, together with a few friends who helped out for meagre wages. Nowadays, of course, the company has its own R&D department boasting state-ofthe-art equipment, but in the beginning inspiration, enthusiasm and imagination had to suffice. Incredibly, the first prototype was completed in 1996, only two years after the project had commenced.

Rather like its cars, the Koenigsegg company moved at a record pace and in 2002 began series production of the CC8S model. The CC8S's arrival demonstrated that it was indeed possible for a passionate, dedicated young manufacturer to compete with the older, long-established supercar brands.

After a fire at its original premises, Koenigsegg relocated in 2003 to its present location and headquarters: a former fighter jet facility that had previously belonged to the Swedish Air Force. Along with the buildings came a 1.7km runway, which turned out to be perfect for high-speed testing. Since the runway is 50 metres wide it can also serve as a test track. Many Koenigsegg customers have enjoyed landing their private jets just outside the factory gates, and there is also a heli-pad in front of the main entrance.

In the spring of 2004, and as a result of an intimate collaboration with Norwegian advanced design and engineering house Eker Design, Koenigsegg launched the CCR, a supercar that surpassed all others, breaking the Guinness World Record for the fastest production road car, which until then had been held by the McLaren F1. In 2006 a Koenigsegg CCX set fastest lap in the now famous Top Gear programme, and then the following year Koenigsegg launched the CCXR: a 1,018bhp version of the CCX capable of running on environmentally friendlier E85 fuel. This pioneering development made it the world's first 'green' supercar, but Koenigsegg was not done with record breaking yet, setting a new 0-300-0km/h record of just 29 seconds with a CCX. Although built to excel on the racetrack, a Koenigsegg is nevertheless a comfortable means of high-speed long-distance travelling.







Launched at the Geneva Automobile Show in 2007, the CCGT was originally developed to participate in the 24 Hours of Le Mans series, in adherence with the then prevailing FIM regulations for LMP prototype cars. The Koenigsegg CCGT came about as a side project that was worked on when time was available from the engineering and building of the production cars. The CCGT was based on a Koenigsegg CCR with some elements from the CCX model, while the team made sure that the car would meet the regulations for one for the most interesting racing categories at the time: the GT1 Class. The regulations stated that the car was not allowed to be wider than 2 metres and that the cockpit had to be at least 70% of the width of the car. The result was one of the rarest and most exiting Koenigseggs ever made, and the sound of the engine is just amazing.

The CCGT weighed under 1,000kg without ballast, generated over 600kg of downforce and had over 600bhp available from its normally aspirated 5.0-litre 32-valve V8 engine, the maximum being restricted. Power reached the rear wheels via an AP-Racing twin-disc clutch and a Koenigsegg/Cima sequential magnesium transaxle, while other specification highlights included double wishbone suspension; pushrod operated gas-hydraulic shock absorbers; pneumatic pit-stop lifting system; rack-and-pinion steering; and 362mm carbon disc brakes all round gripped by light alloy six-piston monobloc callipers.

The carbon-fibre/honeycomb chassis is topped by a two-seater carbon-fibre/Kevlar body incorporating a homologated full roll cage by Koenigsegg-ME-Racing. A conventional gear lever was fitted originally, but now the sequential gearbox is operated by paddle shifts mounted on the steering wheel.

Under the careful supervision of Dag Bölenius, the car was developed and hand-built by a specialist team between 2003 and 2007 before a series of test drives was conducted at Knutstorp race circuit in 2008 with legendary test driver and supercar engineer Loris Bicocchi behind the wheel. But only two months after Koenigsegg started the first shake-down runs, the ACO and FIA changed regulations for the GT1 class. Carbon monocoques were no longer allowed and minimum production numbers went from a total of 20 cars over several years to 350 cars per year. That ended the dream of racing in the GT1 Class after only one CCGT had been completed, thus guaranteeing the uniqueness of this exceptional race car.









* YT9M1GOV8 0070

Following the end of Koenigsegg's GT1 racing ambitions, the CCGT was acquired by the then largest shareholder in Koenigsegg Automotive, former Offshore Class 1 World Champion and owner of Eker Design and high performance boat manufacturer Hydrolift, Mr Bård Eker, and the car has remained in his ownership ever since. Aside from the occasional displays and demonstration runs, the car has been in storage in temperature controlled, dry and dark conditions, subject only to twice-yearly engine maintenance runs. Thus the car is practically new, and still sits on the same slicks it was originally fitted with.

The Masters Historic Racing organisation have confirmed to Bonhams that although the car did not in fact race in period, it was built to the as then GT1 regulations and therefore they would be delighted to accept it on that basis to race in the Masters Endurance Legends Series.

£3,000,000 - 4,000,000 €3,500,000 - 4,700,000

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

Purple Paddle Lot: Please note there is restricted bidding on this lot which requires enhanced bid verification checks. Please contact us at bids@bonhams.com or call +44 20 7447 7447 as soon as possible if you are planning to bid on this lot to prevent any last-minute delays.

1979 ASTON MARTIN V8 VOLANTE

Registration no. FYT 27V Chassis no. V8/COR/15124 Engine no. V/540/5124/S

- One of only 19 manual transmission V8 Volantes
- Warranted 40,000 miles on the odometer
- Almost full service history, all with main dealer or recognised specialist.
- Substantial history file









Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe, 'the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978, a few months before Aston's V8 was upgraded to 'Oscar India' specification. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

One of only 19 right-hand drive V8 Volantes built with manual transmission, this example currently displays a total of only some 40,000 miles on the odometer. This relatively low mileage can in part be explained by the fact that the Aston spent some ten years resident in the Channel Islands, there being export documentation on file recording that it had been registered 'FYT 27V' on the UK mainland and was first registered in Jersey on 14th January 1999.

The car remained registered in Jersey until March 2009, latterly in the ownership of a Mrs Meriol Arnold of St Saviour, who had acquired it in April 2005. Since then the Volante has been sold twice by Bonhams: at the Grand Palais, Paris in February 2011 (Lot 322) and at the Goodwood Revival in 2014 (Lot 236).

'FYT 27V' comes with extensive service history, mostly with main dealers but some recognised specialists, and only two months ago was serviced by marque specialist Desmond Smail. The vendor advises us that there are a few small, mainly cosmetic, issues that require attention. On the plus side, we are advised that the interior has newly Connollised leather and that the paintwork is shiny, with no flat areas; the woodwork is described as good, while the wheels are original but stripped and polished. Described by our vendor as in generally excellent condition, the car has lived in his six year ownership in a heated garage, it comes with a V5C document, current MoT, a most substantial file of historical paperwork (inspection recommended), and a very decent stereo!

£110,000 - 150,000 €130,000 - 180,000

1960 JAGUAR XK150S 3.8-LITRE COUPÉ

Registration no. YVS 713 Chassis no. T825138DN Engine no. VAS1128-9

- One of only 115 right-hand drive 3.8 'S' fixed-head coupés
- Present ownership since 2005
- Well maintained
- Comprehensive history file







In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests. The 3.8-litre 'S' is one of the rarest of the family with only 282 built out of a total XK150 production of 9,396 cars, of which 115 were right-hand drive fixed-head coupés like this example.

Representing the XK150 in its ultimate configuration, with the 3.8-litre 'S' engine and overdrive gearbox, 'T825138DN' was delivered new in February 1960 via Henlys Ltd to dealer J E Bullock & Sons Ltd for their customer, Dr Doreen Hayes of Cheshire. The accompanying JDHT certificate records that the car was originally finished in Pearl Grey with red trim, and confirms matching chassis and engine numbers. Unfortunately, nothing else is known of its early history.

The current vendor purchased the XK in December 2005 in Jersev. Channel Islands, where it had resided since 1994 (the previous owner was about to sail his yacht around the world, hence the reason for selling). Apparently, the XK was in Germany for ten years from 1983 to 1993 before going to a John Smith in Peterborough, who appears to have kept it until 1994.

That same year the car was sold via Marksdanes Restorations Ltd to a Mr P J M McCallim in Jersey. While in Jersey the XK was looked after by LeRiche Restorers until sold to our vendor in 2005. LeRiche carried out one or two jobs plus fitting a Webasto sunroof before delivering the car in March 2006.

All receipts relating to works carried out since 1993 are in the history file. These have include bodywork renovation and a partial re-spray; gearbox/overdrive rebuild; various other mechanical jobs and bodywork refurbishment; and attention to the carburettors, rear axle, fuel pumps, hub bearings, brake discs, etc. In 2012 Aldridge Trimming reupholstered the interior and also fitted a tinted windscreen, supplied by Coventry Auto Components. In 2017 the car went to Jaguar Classic for checks and the insertion of a helicoil in number 4 cylinder. The related bill for £5,000 is on file together with many receipts from specialist parts suppliers such as S N G Barratt, etc.

Described by the private vendor as in very good condition throughout, 'YVS 713" represents a wonderful opportunity for the serious Jaquar collector to own a rare example of one of the most powerful limitedproduction XKs manufactured by Jaguar Cars.

£75,000 - 100,000 €88,000 - 120,000

258 * N

1971 ASTON MARTIN DBS VANTAGE SPORTS SALOON

Registration no. not UK registered Chassis no. DBS/5799/R Engine no. 400/4869/SVC

- Rare interim model
- Desirable manual transmission
- Dry stored since acquisition in 2009
- Requires recommissioning







Styled in-house by Bill Towns, the beautiful DBS was Aston Martin's first all-mew model for many years and caused quite a stir on its arrival in 1967, *Autocar* magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time."

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. This well proven engine was available in standard tune, producing 282bhp or, as a no cost option, to Vantage specification with triple Weber 45DCOE carburettors, special camshafts, and a higher compression ratio, in which form its maximum was raised to 325bhp. Beneath its shapely exterior the DBS employed a platformtype chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the DBS was, inevitably, heavier, though the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, Autocar judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

"Turning to matters other than performance, we really were most tremendously impressed by the DBS," enthused *Car* magazine. "The interior, especially merits praise not only for its uniquely satisfying aesthetics and superb finish (way, way ahead of any Italian rival in this respect) but also for the thought that has gone into the ergonomics of its layout."

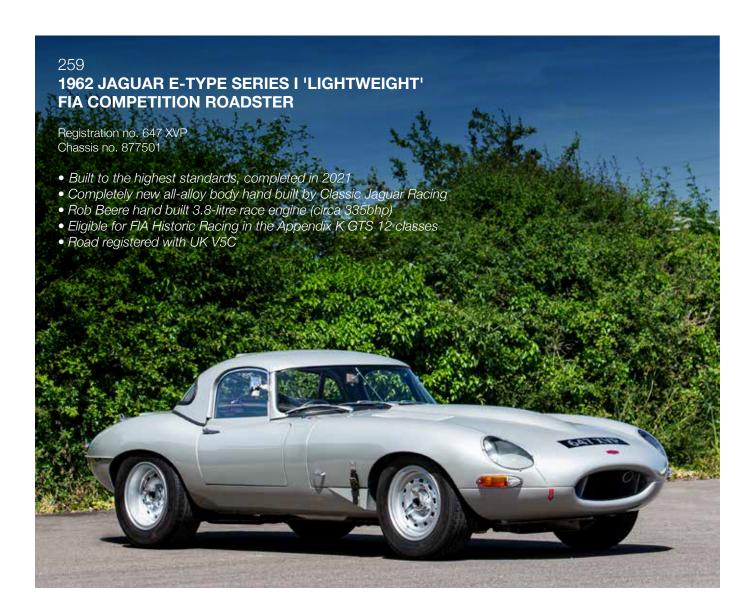
Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, On Her Majesty's Secret Service, starring George Lazenby as the eponymous secret agent.

This particular DBS Vantage was originally finished in Olive and delivered new via Lazenby Garages. The copy guarantee form notes that the car was built with Weber carburettors, but does not record the original owner's name. The original registration was 'REB 11'. Nothing is else known about the Aston's history apart from the fact that the AMOC Register (2000) records the then owner as one H Chandler. The current vendor purchased the DBS from JD Classics in November 2009 (invoice copy on file), and exported it from the UK, since when it has been kept on static display. Recommissioning will be required before the car returns to the road.

£75,000 - 110,000 €88,000 - 130,000 No Reserve

Please note that this vehicle is not offered with a registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.



Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder black, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp.

The production four-speed gearbox was used initially before a ZF fivespeed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.

The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Two of them, campaigned by Peter Lindner (Jaguar's Frankfurt distributor) and Peter Lumsden, were fitted with a revised, low-drag tail section devised by aerodynamicist Malcolm Sayer, the man responsible for the standard production E-Type. This move to a more aerodynamic design had been prompted by the fact that although the GTOs had proved beatable on British short circuits, on faster tracks and in events of longer duration they decisively held the upper hand.

As is so often the case with exotic, limited-edition competition cars, the Lightweight's desirability and rarity has led to the creation of numerous replicas, there being many more such E-Types in existence today than there ever were in period. Finished in Silver with black interior, this example has been the subject of a no-expense-spared five-year rebuild project that was finished in 2021. This was a complete restoration with every part either refurbished, rebuilt or reconstructed.











We are advised by the vendor that the car has been finished to the highest standards, with obsessive attention to detail: the panel gaps are excellent, the paint is immaculate, and the whole drivetrain is balanced with smooth delivery all the way through the rev range. The interior is beautifully finished with the finest quality hides and luxurious carpeting.

This car was built to emulate the Jaguar continuation lightweight E-Type specification. It is fully road registered with UK V5C registration document and period registration number '647 XVP'. Standout features are as follows:

- FIA Historic Technical Passport, Class: Competition GT Car, valid for 10 years
- Jaguar Heritage Production Record Trace Certificate #34011
- Completely new all alloy body hand built by Classic Jaguar Racing
- Rob Beere hand built 3.8-litre race engine
- RBR/Cosworth full race pistons
- Forged crankshaft, fully balanced
- RBR light steel flywheel, fully balanced
- Staenz steel con-rods
- RBR electronic distributor
- Straight-port big-valve cylinder head
- Circa 335bhp
- Dynamometer tested
- Rolling-road tuned

- Denis Welsh Racing peg-drive magnesium alloy wheels
- Leather bonnet straps and external handles
- Cartek solid state kill switches: bulkhead and dash mounted
- Corbeau race harness x2
- Leather interior and seats, trimmed by retired Bentley craftsman
- Bentley style diamond-stitched black leather on the doors and transmission tunnel, trimmed by retired Bentley craftsman
- Woollen carpets
- Long range foam-filled alloy fuel tank, 120 litres
- Electrically heated front windscreen
- Only 1,250 development miles never raced
- Monza style quick filler fuel system
- Built by Jaguar in June 1962
- Rolling-road tuned by Tom Barclay racing in May 2023
- Glasurit oven-baked paint system
- Stainless twin-pipe exhausts

Offered with FIA Historic papers, this an immaculate and stylishly finished 'Gentleman's Racer', built and finished to the highest standards and eligible for FIA Historic Racing in the Appendix K GTS 12 classes.

£200,000 - 250,000 €230,000 - 290,000

1973 PORSCHE 911T 2.4-LITRE FIA HISTORIC RALLY CAR

Registration no. RPK 261M Chassis no. 9113501469

- Delivered new to Switzerland
- Left-hand drive
- UK registered since 1991
- Converted to Historic rally car specification in 2007
- Last serviced in April 2023







Offered here is an original, matching chassis and engine numbers, championship-winning Porsche 911T finished in the rare factory colour of Viper Green, expertly prepared for FIA Historic rallying and fitted with a host of high-quality components. It has well documented history from new and impressive competition provenance; indeed, this is a serieswinning car, having previously won the Porsche Speed Championship outright. Built to German specification, this non-sunroof 911T 2.4 was first registered on 8th April 1974 as 'ZH 453491' in Zurich, Switzerland. Subsequently sold to another Zurich resident, the Porsche was later exported to the UK, arriving in Dover on 7th August 1990 before being registered with the DVLA in 1991. In December 1991 the car was sold by Chappell Sports Cars of Surrey to its next owner (in Bury St Edmunds) before being sold on again in August 1994 to an owner in Kidderminster. Intriguingly, the car was then entrusted to HM Prison Blackenhurst for a complete rebuild and respray in original Viper Green.

In July 1998 the 911 was sold on and race-prepared for its new owner, who would go on to win the Porsche Speed Championship outright in 2000. The car was then sold (in December 2001) to a well-known regularity rally driver who had it prepared at Formula Fuchs and Rennspeed in Newark. It competed in around 20 events such as The Marathon, Le Jog, Malts, Scottish Thistle and Welsh Retro, never failing to finish and often winning.

In July 2007 the Porsche was purchased from Rennspeed by a well known and still active rally driver. It was then stripped and converted to Historic rally car specification while remaining FIVA legal with original body panels and triple-choke Weber carburettors. In its first gravel rally, the Mansfieldbased Premier Stages in 2008, the car finished 2nd in class behind Steve Perez and his impressive Lancia Stratos. Regular appearances followed at the Chatsworth Rally Show, Race Retro, Silverstone Classic, Donington Historic Festival and Oulton Park CarFest on the 'Rallying with Group B' rally stage until 2017.

Purchased by our vendor in 2020, the 911 has most recently (just under 100 kilometres ago) had an extensive service by Motoscope Northallerton, who attended to any items requiring attention and carried out an engine tune and a fresh MoT test on 23rd April 2023 at an indicated 97,154 kilometres (recorded as miles), resulting in a first-time pass.

During the seller's two-and-a-half-vear ownership, the car has been maintained regardless of cost. Key areas have been refurbished with new Porsche factory parts where required. Seats, harnesses and fire extinguishers are all to track specification and believed by the vendor to be race legal, though 'life expired' for stage rallying purposes. Under the rear lid is the tuned and modified 2.4-litre flat-six with original triple-choke Weber carburettors, driving the rear wheels through a recently rebuilt fivespeed manual transmission with Guard and Tuthill 'Monte Carlo' gearing and a WEVO gear shifter. The cabin features two black Sparco Pro 2000 bucket seats with silver Schroth Racing harnesses. Other specification highlights include rare original Cibié Boules and standard Cibié spotlights; a duck-tail spoiler; roll cage; MoMo deep-dish steering wheel with yellow 12 o'clock marker; fire extinguisher; and a custom-built twin-exit centre exhaust. It sits on a set of gold Minilite wheels with forest tyres.

According to the vendor, the resprayed paintwork is in fair condition, with patina and imperfections, and some scratches/minor indents around the bodywork as one would expect from competition use. The cabin is said to present in good order, and the vendor is not aware of any electrical or mechanical faults. Accompanying documentation includes the original service book showing 16 stamps up to 18th September 1986, together with further well-documented history, the latter contained in an extensive file. The car also comes with the owner's book pack, RAC/MSA logbook, a recently expired FIVA FBHVC Card, and a HERO vehicle specification card.

£60,000 - 80,000 €70,000 - 94,000

Offered from the Collection of Valentine Lindsay

1958 FORD PREFECT 1.3-LITRE COMPETITION SALOON BY ALAN MANN RACING

Registration no. 33 KKR Chassis no. 105E150891

- Built by Alan Mann Racing in 2012
- The last car built under the direction of the late Alan Mann
- Driven by Jackie Oliver, Richard Attwood and Jason Plato
- Eliqible for this year's Goodwood Revival St Mary's Trophy
- Prepared and run by Philip Venables







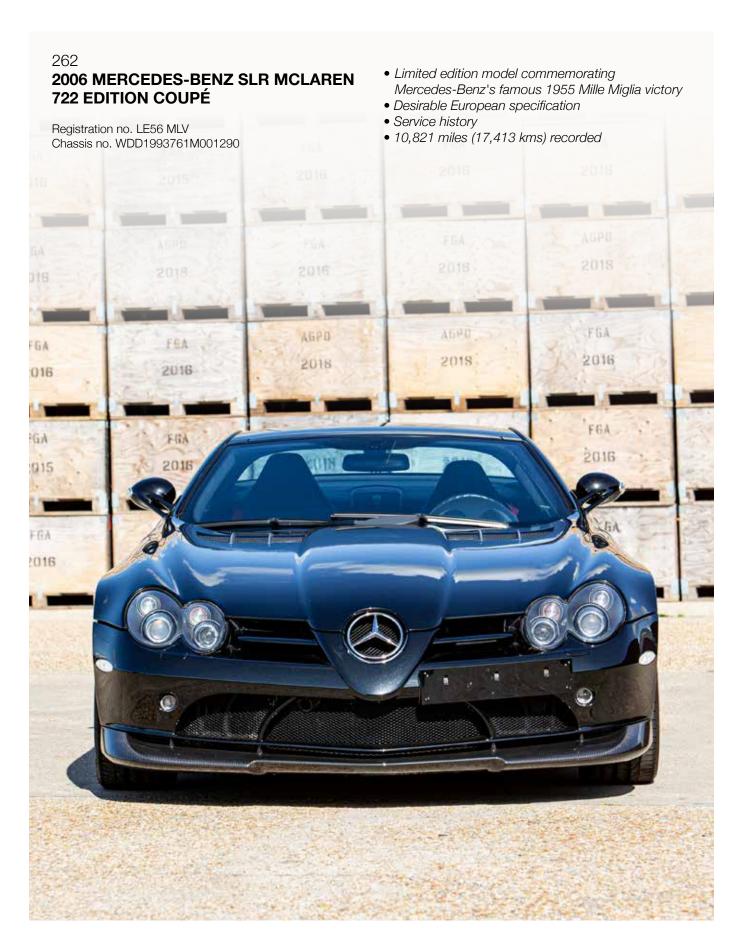
One of the biggest names in the history of UK motor sport, Alan Mann Racing won numerous championships throughout the 1960s, including the 1965 European Touring Car Challenge and the 1967 and '68 British Saloon Car Championships, all with Ford cars finished in the team's distinctive red and gold livery. Alan Mann recruited some of the foremost drivers of the time, including Sir Jackie Stewart, Graham Hill, Bruce McLaren, Jacky Ickx and Sir John Whitmore. He reformed the team in 2004 and it has been active in Historic racing ever since.

In 2012 Alan instructed the team to build a 1950s saloon car eligible for that year's St Mary's Trophy at the Goodwood Revival meeting. Tradition dictated that it had to be a Ford, and the 107E Prefect was chosen on account of its superior power-to-weight ratio when compared with the alternatives. Like all the team's cars, the Prefect was built to the highest standard regardless of cost.

Sadly, Alan Mann died before seeing his son Henry share '33 KKR' with BTCC front-runner Matt Jackson at the 2012 Revival. The final car built under Alan Mann's direction, the Prefect features in his biography and in various magazine articles, including an in-depth exposition in Octane. Henry Mann also shared the car with Le Mans winner Jackie Oliver before selling it to celebrity chef, James Martin, who shared it with twotime BTCC winner Jason Plato at the Goodwood Revival in 2014. In 2016 James Martin sold the car to the immediately preceding owner, who continued to race it at the Revival and also in the one-off event celebrating 60 years of the BTCC in 2018. He also shared the car with Richard Attwood, another Le Mans winner, and it has also been driven by Patrick Watts and Orlando Lindsay.

Our vendor purchased the Prefect from Duncan Hamilton Ltd circa 2018, since when it has been prepared and run for him by Philip Venables. '33 KKR' is eligible for this year's Goodwood Revival St Mary's Trophy, which must be a tempting prospect for the next owner. Perhaps the most affordable way to get yourself onto this very popular grid, the car is offered with a V5 registration document listing James Martin and Alan Mann Racing as previous owners. A spare engine and spare wheels come with it.

£40,000 - 45,000 €47,000 - 53,000











Manufactured between 2003 and 2010, their new supercar allowed Mercedes-Benz and its then Formula 1 partner, McLaren, to showcase their collective experience in the development, construction, and production of high-performance sports cars and, just like its legendary 300 SLR predecessor of 1955, it incorporated technological developments that were ahead of their time.

Built at Mercedes-Benz's AMG performance division, the 5.5-litre, 24-valve, supercharged V8 produces 617bhp, making it one of the most powerful ever found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class. Taking just 3.8 seconds to sprint from 0-100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds, and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The sleek two-seater has a top speed of 334km/h (207 mph).

First registered in 2006 and believed to have had only two owners, the car offered here is an example of the '722 Edition', the '722' referring to the victory in the 1955 Mille Miglia of Stirling Moss and his co-driver Denis Jenkinson, whose Mercedes-Benz 300 SLR had the starting number '722' (indicating a start time of 7:22 a.m.).

This car comes with its service booklet recording two services by Mercedes-Benz agents: the first carried out in Munich in February 2008 at 4,755 kilometres, and the second in Dubai in August 2018 at 14,084 kilometres. It is known that the car was also serviced in Kuwait at some time. The current odometer reading is 10,821 miles (17,413 kilometres). Also on file is an invoice for the 2018 (engine out) service.

The vendor advises us that there have been four other services: in 2009, 2019, 2021 and 2023. Offered with a UK V5C registration document, current MoT and a folder of paperwork and information, this collectible modern classic must be every Mercedes enthusiast's dream.

£525,000 - 575,000 €615,000 - 670,000









This exceptional European specification SLR '722' has the following desirable options:

19" forged aluminium wheels painted Palladium Grey with Silver rims Crystal Galaxite Black metallic paint

Sports package Carbon fibre front splitter

Carbon fibre rear wheel spoilers

Carbon fibre interior trim

Carbon fibre rear diffuser

Carbon fibre footwells and rear arches

Mobile pre-installation kit

Exclusive Black/Anthracite leather

CD changer

'722' badging
'722' embossed on head restraints

300 SL red contrasting stitching

Sports steering wheel

Suede interior trim

Sporty damper set-up with 10mm height reduction

Red seat belts

Semi-aniline leather

Large size seats

Modified air brake deployment angle

Paint protection film (PPF) applied to front bumper and side sills



1964 FACEL VEGA FACEL 6 COUPÉ.

Registration no. HON 778D Chassis no. A211

- Ultra-rare French sports car
- One only 35 Facel 6 coupés built
- Imported from France in 2007
- Extensively restored in 2010







In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Hand built, they were necessarily very expensive - the Chrysler V8-engined Facel was priced in Rolls-Royce territory – and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats, entertainers, and racing drivers. Seeing the need for a higher-volume product, company boss Jean Daninos introduced an all-French sports car intended to compete with those of Alfa Romeo: the Facellia. Introduced in 1959, the latter was powered by a troublesome 1.6-litre Pont-à-Mousson twin-overheadcamshaft engine, and although its problems were addressed by the F2 model, the debacle forced Daninos's resignation and eventually bankrupted the company.

The 1.8-litre Volvo B18 engine was used in a revised version - the Facel III - while a further development of the small Facel - the more luxurious Facel 6 - was powered by a modified version of the 3.0-litre six-cylinder Austin-Healey engine producing 150bhp. The four-speed manual gearbox and live rear axle were carried over from the V8 models, and disc brakes were fitted all round. Top speed was a respectable 125mph (200 km/h). But it was too late to save Facel. By the time production ceased in October 1964 when the firm went into receivership, only 44 Facel 6s had been built (source Amicale Facel Vega): 35 coupés, eight cabriolets, and one cabriolet with fixed hardtop.

According to the Amicale Facel, this Facel 6 was sold new to France and delivered new to a Mr Corton. The car was imported into the UK from Paris in 2007 by John Armstrong, a prominent member of the French Facel Vega Club. He carried out an extensive, bare-metal restoration of the car in 2010. Works carried out included making and fitting new sills; conversion to alternator electrics; up-rated cooling fans fitted; modern air conditioning unit fitted; interior sound-proofed; brake strip-light fitted to rear parcel shelf; indicators to rear parcel shelf; seats re-upholstered; and three-point seatbelts fitted. Items renewed included the exhaust system; fuel tank; headlining (in correct fabric); and window seals.

In 2019 the car was sold to Neil Lawson-Baker, who was a member of the Facel Vega Club in the UK and had experience of rallying two other Facel 6s. For the last four years the Facel has been looked after by TLB Automotive Ltd. Described by our vendor as in good condition in every respect, this ultra-rare French sports car is offered with a V5C document; list of restoration works; list of ownership changes; original Facel 6 brochure; original French numberplate; and two Facel Vega key blanks.

£50,000 - 80,000 €59,000 - 94,000

264 * N

1972 ASTON MARTIN DBS V8 AUTOMATIC SALOON

Registration no. not UK registered Chassis no. DBSV8/10368/RA Engine no. V540/329

- Factory-converted from fuel injection to Weber carburettors
- Present ownership since 2011
- Dry stored since acquisition
- Requires recommissioning







Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

Originally fuel injected, '10368' was returned to the factory in September 1979 for conversion to Weber carburettor induction. The original low-line bonnet was retained and therefore continues to match that of a standard DBS V8. The factory's bill for this and other work was $\pounds 21,300.$

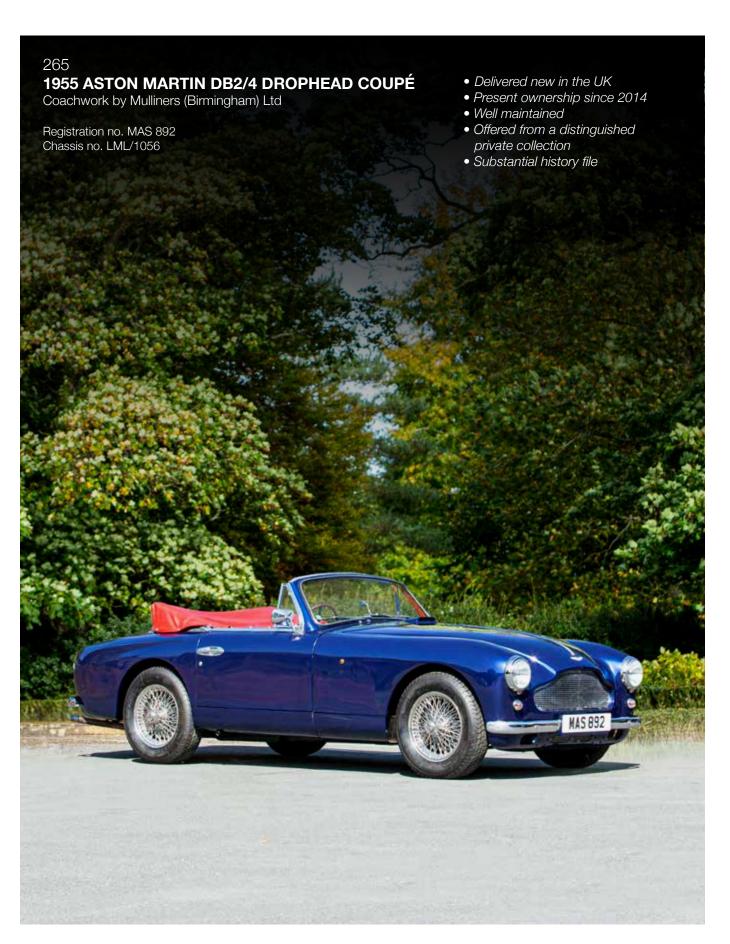
First registered 'JUV 20K', the car was originally owned by a Ms Pamela Erdman of London W1 and had been in the immediately preceding owner's hands for 17 years when it was purchased by the current vendor at Bonhams' sale at Aston Martin Works Service in May 2011, it was subsequently exported. At that time we said: 'While in the vendor's possession it has been maintained by Tony Christie, a well respected engineer and Aston enthusiast.

An ongoing programme of steady improvement has included a re-spray, changing the colour from the original black to Balmoral Green, resulting in an attractive example of the early four-headlamp V8. The Aston is only offered for sale because increasing family commitments, plus the owner's age, leave fewer opportunities to sample its delights.' Sadly there are no invoices on file for this previous work.

Since its acquisition by our vendor the DBS has been kept on static display as part of his extensive private collection. Recommissioning will be required before further use. Accompanying documentation consists of copies of the 2011 auction invoice and the car's last UK V5C Registration Certificate (for 'WRV 91K').

£60,000 - 90,000 €70,000 - 110,000 No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.









"The Aston Martin DB2/4 is an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations." - Autocar, 2nd October 1953.

One of approximately 102 DB2/4 drophead coupés made, 'LML/1056' was delivered via Cyril Williams Motors Limited to its first owner, Eric Warman Esg, a director of Andrew Dakers Ltd of London, NW5. According to the copy guarantee form on file, the original colour scheme was Orient Blue with green-piped blue leather interior and a blue hood. The service notes show that a replacement engine was fitted by Aston Martin on 27th August 1959, while in 1962 the car was re-cellulosed in the original colour, again mentioned in the notes. The fitting of a DB Mark III bonnet and bucket seats are noted also. Evidently the car was well looked after by the factory, as their entries continued until 1964 when the mileage was recorded as 55,336. In total, no fewer than 48 entries for servicing and repairs are noted!

Subsequently registered in France in 1988, '1056' was offered in 2008 by Bonhams for sale at our Goodwood Festival of Speed auction. At that time it was stated that the car had benefited from considerable recent mechanical refurbishment, including an engine rebuild carried out by margue specialists Davron in 2005. Bills on file for the period 2003-2007 from Davron and other specialists total in excess of £40,000; indeed, the accompanying history file is most substantial and perusal is highly recommended. The history file also documents the modification of the bonnet to resemble the Mark III.

Since 2014 the car has formed part of an exclusive private collection of Aston Martins and other high quality classic cars in the North of England. Representing a rare opportunity to acquire a genuine, righthand drive DB2/4 drophead, '1056' is offered with a FIVA Passport (expired 2014), a current V5C Registration Certificate, and the aforementioned history file. This stunning Aston Martin DB2/4 drophead is worthy of the closest inspection. A full length, custom-made tonneau cover is included in the sale.

£150,000 - 200,000 €180,000 - 230,000













The Bussink GT S Speedlegend is a conversion based on the Mercedes-AMG GT S Roadster; the conversion is done by HWA AG, which is known for producing Mercedes DTM, GT3/4 and AMG Black Series vehicles.

Officially launched at the Paris Motor Show in October 2014, the Mercedes-AMG GT is historically significant as only the second sports car developed entirely by Affalterbach-based AMG, the first being the SLS AMG. Styled in house, the Mercedes-AMG GT restated the traditional 'long bonnet, small cabin, short tail' sports car look in a manner suggesting muscular horsepower while retaining all the elegance associated with Mercedes-Benz. Although it used conventional doors rather than the SLS's 'Gullwing' type - the latter first seen on the legendary Mercedes-Benz 300 SL coupé of the 1950s - the GT featured numerous styling references to its illustrious distant ancestor and was an instant hit with the public.

Boasting a chassis/body of mainly aluminium construction, the GT is powered by a hand-built M178 V8 engine. Positioned well back in the wheelbase for better weight distribution, this mighty power plant produces 469bhp in the mainstream model with 515 horsepower on tap in the GTS, as seen here. The transmission consists of a sevenspeed dual-clutch gearbox incorporated into a rear transaxle, again with ideal weight distribution in mind (Mercedes claim what it calls an optimum 47/53% front/rear split). Other key mechanical differences the GTS gains over the GT include an electronically controlled limited-slip differential; 'Race Mode' and 'Race Start' settings in the AMG Dynamic Select adaptive drive-train; AMG Ride Control adaptive suspension; and an AMG Performance Exhaust System.

The Bussink GT S Speedlegend is a contemporary interpretation of a modern high-performance speedster with a Formula 1 feeling. Whether in sporty driving mode or relaxed cruising, this speedster exceeds all expectations. The one-of-a-kind patented Speedbow design is implemented with all original technology and functionalities; together with the 180-degree Speedwindow they assure additional safety and comfort.









As the extravagant design of the BUSSINK GT S Speedlegend suggests, the implementation of such a project requires an equally unconventional designer. The Speedlegend was dreamed up and designed by the entrepreneur Ronald A Bussink, who is responsible for the car's design and development. Bussink is a passionate car collector and 'Friend of the Brand Mercedes-Benz and Mercedes-AMG' for decades. As a member of the exclusive 'Circle of Excellence', he is in close contact with those responsible for the brand at Daimler, and has always enjoyed exchanging ideas about design and contributing his input. His primary goal has always been to improve the cars from the perspective of the user and enthusiast.

Finished in Designo Selenite Grey with Exclusive Creme leather interior, this unique car is presented in 'as new' condition throughout and offered with sundry bills, DEKRA certification papers, special Speedlegend rain cover, and two Bussink signed and certified racing helmets.

£550,000 - 750,000 €650,000 - 880,000

Please note that this lot is subject to VAT (at the standard rate) on the Hammer Price.



267 ΩN

2013 ASTON MARTIN V12 VANQUISH 2+2 COUPÉ

Registration no. not UK registered Chassis no. SCFLDCFP8EGJ00001

- Chassis number '001'
- Built to Swiss specifications
- Circa 310km on the odometer
- Stored since acquisition
- Requires re-commissioning







'Vanquish sits proudly at the top of the Aston Martin model range. As our flagship Grand Tourer it represents the height of our design, engineering, technology and craftsmanship. ...it is a car of unprecedented ability, it is the very essence of Aston Martin.' - Aston Martin.

An entirely new Aston Martin for the 21st Century, the original Vanquish debuted at the Geneva Auto Show in March 2001 with deliveries commencing a few months later. Styled by lan Callum, the man responsible for the DB7, the V12-engined Vanquish took over from the Vantage V8, the Newport Pagnell factory undergoing an extensive multimillion pound refurbishment to accommodate it.

For the successor, '2nd Generation' Vanguish, production shifted to Aston Martin's new factory at Gaydon, from whence deliveries commenced in late 2012/early 2013. Developed from the Project AM310 concept car, the new Vanquish utilised a lighter chassis employing more carbon fibre than the existing DBS platform, as well as having all-carbon fibre bodywork. The exterior styling had evolved from that of the DBS, with styling cues such as the elongated side strakes clearly inspired by the exclusive, limited edition One-77, while the boot lid featured an integral rear spoiler. The One-77's influence also extended to the interior, which boasted hand-stitched leather and Alcantara.

Beneath the bonnet there was an upgraded version of Aston Martin's flagship 6.0-litre V12 engine producing 565bhp and 457lb/ft of torque, while the transmission was an 'Touchtronic II' six-speed paddle-shift automatic. Performance figures of 0-100km/h (0-62mph) in 4.1 seconds and a top speed of 183mph (294km/h) were claimed.

Keeping all this in check were ventilated carbon ceramic discs all round, gripped by six-piston callipers at the front and four-piston units at the rear. Suspension was by double wishbones front and rear, controlled by a three-way-adjustable adaptive damping system offering Normal, Sport, and Track modes.

Built to Swiss specifications, this first-of-the-line '2nd Generation' Vanguish - chassis number '001' - was purchased new by the current vendor from Aston Martin Geneva in February 2013. Stored since acquisition, having covered 'delivery mileage' only, this wonderful car will require recommissioning before it returns to the road. Accompanying documentation consists of photocopies of a Swiss Carte Grise and the 2013 sales invoice listing the specification in full.

£50,000 - 80,000 €58.000 - 94.000 No Reserve

Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.

1978 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Registration no. ECA 822S Chassis no. V8/11803/RCAS Engine no. V/540/1803/S

- Automatic transmission
- Present ownership for 20 years
- An older restoration
- Recently re-commissioned







Always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but nobody complained when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds and had a top speed of 160mph: a staggering performance in those days and one fully justifying the claim that it was the fastest production car in the world.

Company Developments' acquisition of Aston Martin in 1972 ushered in a change of name: out went DBS V8, in came AM V8. Boasting electronic ignition and air conditioning as standard, the restyled Series 2 now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars.. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Despite the switch, fuel economy improved and even in automatic-transmission form the Weberequipped car proved almost as quick as the preceding manual version.

The vendor has owned this automatic transmission V8 for the last 20 years. Extensive restoration work had been carried out in 1992/1993 just before he purchased the car: bare-metal windows-out re-spray following replacement of the sills; lower front and rear wings; and rear suspension pickup points. During the vendor's ownership the steering rack and brake callipers have been overhauled, while recent re-commissioning included reconditioning the brake servo and master cylinder; changing the engine and gearbox oil/filter; and general servicing/making good. The car further benefits from the fitting of a JMB uprated water pump; an uprated alternator with integral regulator; a Taylor Engineering auxiliary electric vacuum pump for the braking system; and exchange Lucas spot lamps.

The vendor advises us that the chassis has been rust-proofed by Before 'n After, and that the paintwork is good but would benefit from a re-spray. The interior likewise would benefit from improvement. Accompanying paperwork consists of recent bills; MoTs for the period 2003-2018; itemised record of general work for the period 1985-2002; current MoT; and a V5C document.

£60.000 - 80.000 €70,000 - 94,000

2018 ASTON MARTIN VANTAGE V600 'DREADNOUGHT' ROADSTER

Registration no. V600 DNT Chassis no. GS23235 Engine no. AM28/51186

- The first of only seven V600 Roadsters made
- Special factory project based on the GT12 GT3 category racer
- Delivered new by Aston Martin Cheltenham (cost £1.44 million)
- All books and tools
- Circa 2,500 miles from new











"The beauty of Aston Martin's bespoke commissions department, Q, is that it exists to indulge the company's wealthiest and most dedicated customers. Sometimes this manifests itself in cars of, er, 'highly personal' taste, but sometimes it results in something truly magnificent. The V600 very definitely falls into the latter category." evo magazine.

In the case of the V600, the client's intention was to create a car based on the GT12 racer that Aston Martin had built for the GT3 category, but with sufficient added refinement to make it more suited to road use: in particular, the V600 was to have the sevenspeed manual gearbox of the regular Vantage S rather than the racer's paddle-shift transmission. The project was code-named 'Dreadnought', while the 'V600' moniker recalled the tuned, limited edition version of the old Vantage of the 1990s.

Introduced to the public at the Geneva International Motor Show in February 2015, the GT12 was the ultimate development of the modern Vantage family, which had emerged in V8-engined form back in 2005. The V12-engined Vantage was introduced in 2009 having been displayed as a V8-based concept car at Aston Martin's new design studio in December 2007.

The company went on to build competition versions of the Vantage V8 for the GT1 and GT2 categories, and when GT3 regulations were adopted for 2006, it was inevitable, given the company's racing heritage, that it would become involved with that too. The result was the most potent and uncompromising Vantage to date: the Vantage GT12.

For 'Project Dreadnought', the GT12's adaptively-damped chassis was retained virtually unchanged, complete with its carbon brakes, as it had worked well on the road. The glorious 600bhp V12 engine was likewise carried over from the GT3 racer, but as the V600 was to be first and foremost a road car, the racer's wings and other aero devices were deleted. Evo's tester found much to enjoy in the V600: "There's always something wonderful about pushing the starter in a special series Aston, and the V600 is no exception. The 5.9-litre V12 awakens with a growl before settling to a steady, pulsing idle. It doesn't yelp to throttle inputs like a Ferrari does, but it's sharp as a tack and another great advert for natural aspiration."

As one would expect, the V600's interior was pretty special too, boasting a unique carbon-fibre centre console; leather-trimmed indicator stalks, air vents and rear view mirror; unique dials; and state-of-the-art infotainment, including Apple Car Play.









Only 14 Vantage V600s were built - seven coupés and seven roadsters - with price tags of £1.2 million and £1.4 million respectively. Finished in Slipstream Green with Obsidian interior, the car offered here is the first of the roadster models built. The first owner purchased the V600 from Aston Martin Cheltenham for £1.44 million in November 2018. Since then two services have been carried out, both by HWM: on 30th December 2019 and 20th October 2021 respectively. In addition, HWM's paint shop attended to some light scratches at the vendor's request, while a vehicle tracker was fitted in January 2022 (all bills are available).

Only some 2,500 miles have been covered since delivery and according to our vendor the car is in excellent condition throughout. It recently attended the AMOC Concours at Duxford and has been invited to attend the Heveningham Hall Concours on 8/9th July 2023. Offered with a V5C document, current MoT and all books, tools and keys, this gorgeous V600 represents a possibly once-in-a-lifetime opportunity to own one of the most exotic and exclusive Aston Martins ever made. Please also note that the cherished registration V600 DNT is included in the sale.

£500,000 - 700,000 €580,000 - 820,000



270 * N

1964 ASTON MARTIN DB5 SPORTS **SALOON PROJECT**

Registration no. not registered Chassis no. DB5/1500/R Engine no. 400/1304 (see text)

- The most famous of all 'James Bond' Aston Martins
- Originally retained by Aston Martin's Sales Department
- ZF five-speed gearbox
- Resident in Germany from 1976 onwards
- Dismantled for restoration
- Potentially most rewarding project













Introduced in July 1963, the Aston Martin DB5 was a logical progression from the preceding DB4, the most significant upgrade being its 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburettors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.

1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.

This DB5 was retained by Aston Martin's Sales Department before being sold to its first private owner, a Mr Clarke of the Forth Quarry Co Ltd of Stirling, Scotland. Only one other owner is recorded on the copy guarantee form: a Mr Wilson, also of Stirling. The car's original registration was 'GHX 6B'. In 1976 the DB5 was brought from the UK to Germany by a Mr Michael Ebinger on behalf of Mr Jürgen Füßl. Mr Füßl did not drive the car very often in Germany, and when he did it was only with a red (temporary) licence plate. It was never registered in Germany. He had the car repainted, but was so disappointed with the result that he decided to have it completely restored.

After researching, he commissioned a company in Erding, which unfortunately filed for insolvency during the restoration and was unable to complete the work. Mr Füßl's dream was turning into a nightmare, costing him a lot of money, so he decided to store the DB5 as it was.

This is how the vendor found the Aston decades later. Since Mr Füßl had passed away in the meantime, his wife had decided to disperse his vehicle collection and the vendor was able to acquire this wonderful Aston Martin DB5 from her. The car is offered in a dismantled state for restoration. Most of the components seem to be present; nevertheless, prospective purchasers should satisfy themselves with regard to the vehicle's completeness or otherwise prior to bidding. It should also be noted that the engine ('400/1304') is not original to this chassis. Sold strictly as viewed.

£220,000 - 300,000 €260,000 - 350,000 No Reserve

Please note that this vehicle is from outside the UK. Our customs agents, CARS UK will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. If this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance formalities. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department.



Surely the ultimate track car, the Lotus Type 125 was the brainchild of the British firm's then CEO, Danny Bahar, who unveiled it to a select group of potential clients on the eve of the 2010 Paris Motor Show. The Type 125 was inspired by Lotus' successes in Formula 1, which had begun back in 1960 when Stirling Moss's Rob Walker-entered Lotus 18 triumphed at the Monaco Grand Prix. Amazingly, this was only eight years after company founder Colin Chapman had set up Lotus Engineering Ltd at premises in Hornsey, North London. He later relocated to the stables behind his father's pub, also in North London, from which the first 'production' Lotus car - the Mk VI - emerged in 1953. Chapman had begun racing with the Lotus Mk II in 1949 and from then onwards he became obsessed with achieving success in competition, reasoning that this was the most effective was of publicising the fledgling firm.

In 1954 the company's competition activities were assigned to a new entity: Team Lotus. Early success was gained in international sports car racing, most notably with the class-leading Mk 11. Lotus' first venture into Formula 1 would come in 1958 with the Coventry Climax-engined Mk 14, while only three years later the works team secured its first F1 victory when Innes Ireland won that year's United States Grand Prix. By this time Lotus had signed an up-and-coming newcomer, Jim Clark, and the Scottish driver would become Lotus' first Formula 1 World Champion in 1963. He won again in 1965, while further World Championships came Lotus' way courtesy of Graham Hill (1968), Jochen Rindt (1970), Emerson Fittipaldi (1972), and Mario Andretti (1978), the latter driving the Lotus 79 painted in the evocative black/gold livery of the John Player tobacco company.

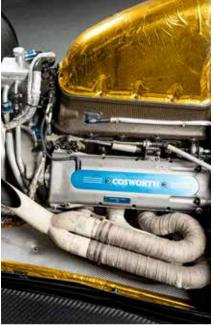
Sadly, Lotus would never scale those heights again, although the team remained a fixture of the F1 grid for many years before being disbanded at the end of the 1994 season.

The Formula 1 team reappeared in 2010 as Lotus Racing, although this was in fact a Malaysian enterprise licensed to use the name. The official Team Lotus was revived in 2011 before its name changed to Lotus Cars for 2012-2015, while an alliance with engine makers Renault would lead to the team being rebranded as Renault Sport Formula One Team for 2016.

Danny Bahar's idea was that the Type 125 would be the foundation of a private racing league - 'The Exos Club' - aimed at encouraging, necessarily wealthy, Lotus owners to take to the racetrack. Following the Type 125's private unveiling at the Louvre Museum, the car was first shown to the public in January 2011 at the Autosport International show in Birmingham, with former Formula 1 star Jean Alesi in attendance.

The Type 125 featured a carbon-fibre body tub and was powered by a 3.8-litre V8 engine supplied by Lotus' long-time collaborators, Cosworth Engineering. Cosworth's V8 was based on a 3.0-litre Indy Car design, upsized to make it more flexible and less of a handful for 'gentlemen drivers'. Its 640bhp reached the rear wheels via a six-speed sequential transmission. Other concessions to practicality included push-button starting and a nearly 3,000-mile major service interval - so quite unlike an actual F1 car! - while the cockpit was of a size capable of accommodating larger drivers.







The first completed Type 125 was tested at the Vallelunga circuit in Italy and later appeared on the BBC's Top Gear show where it was driven around the test track by lead presenter Jeremy Clarkson, who described it as 'an animal'. One week later 'The Stig' (the show's anonymous whiteclad test driver) hustled the Type 125 around in 1:03.8 seconds, only some four seconds adrift of the time set by an actual Formula 1 car.

Unfortunately, Bahar's ambitious project would prove unrealisable during a period of global recession and only five Type 125s were completed, two of which were retained by the factory. One other forms part of Casey Putsch's charitable Genius Garage Program in the USA, leaving this car -'C003' - as one of only two in private ownership. Finished in the evocative John Player Special livery of the 1970s Team Lotus works cars, 'C003' was delivered new to a Lotus enthusiast in the USA and has spent most of its life on static display apart from a test at the Palm Beach International Raceway in Florida. We are advised by the vendor that Enduro Motorsport stripped and prepared the Lotus for a test and were happy with the car both mechanically and body-wise.

£275,000 - 350,000 €320,000 - 410,000

Please note that this lot is subject to VAT (at the standard rate) on the Hammer Price.

A comprehensive spares package is provided to include the following:

Operating manuals

New fire extinguisher

New seat belts

Four sets of wheels

Full set of wishbones, pushrods and carbon covers

New front carbon discs

Used rear discs

Full set of dampers,

Spare starter, alternator and compressor

Spare steering wheel

Six sets of springs

Tracking bars for setup

Spare battery

Nose cone, front wing and rear wing

Stainless quick-lift jacks and high-lift brackets

New spare wheel nuts (x4)

Car cover

Numerous Snap-On imperial tools

Lista tool cabinet full of smaller parts (please enquire)

272

2023 FORD GT HOLMAN MOODY HERITAGE EDITION COUPÉ

Registration no. Y500 EJR Chassis no. 1FAGP9EW6NH200214

- Modern reworking of an iconic racing GT
- Ultra-limited-edition Heritage model 'Second generation' V6 turbo model
- Delivery mileage only
- Brand new condition
- Registered in the UK





At the 2022 New York Auto Show the Ford Motor Company announced an ultra-limited-edition version of its GT40 supercar: the Holman Moody Special Edition, which takes its name from the legendary American race preparation and tuning firm that was heavily involved in the firm's successful Le Mans campaigns of the 1960s. It is the ninth Heritage Edition of the Ford GT built since 2006 and is available only to a select band of approved GT customers.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. The GT40 first ran competitively in 1964 but failed at Le Mans that year and again in 1965. That first sweet Le Mans victory would fall to the 7.0-litre Mark II, with victory the following year going to a US-built Mark IV 'J' car. (The GT40 Mark III was the British-built road-going version). Of the three GT40s that lined up together for that famous 1-2-3 clean-sweep finish at Le Mans in 1966, the first two were entered by Shelby American while the third, driven by Ronnie Bucknam and Dick Hutcherson, was entered by Holman & Moody.

A decade later and the GT40's status as an all-time great classic sports car had been firmly established, leading to an increased demand for unmolested originals and the start of a replica-building industry. Perhaps the only surprise concerning the emergence of a reconstituted 'official' version is that it took Ford the best part of 40 years to get around to it.

The 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department under the direction of John Coletti and Fred Goodnow. The composite body panels were unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, SVT Engineering developed an all-new aluminium spaceframe combining extruded sections and panels. Doubling as fuel reservoirs, a pair of massive sills contributed much to the original's chassis stiffness, whereas the new GT relied on a centre-tunnel 'backbone' that greatly improved ease of entry and exit. The suspension design was an advance on the original's, consisting of unequal-length control arms and a pushrod/bell-crank system acting on horizontally mounted coil spring/ damper units. Braking was handled by six-piston, Alcon callipers with cross-drilled and ventilated discs all round.







In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, the supercharged MOD 5.4-litre V8 produced 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7.0-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle used ZF internals and was sourced from RBT Transmissions, whose founder Roy Butfoy had been a member of Ford's racing team at Le Mans. The interior featured leather-upholstered, Recaro bucket seats with aluminium ventilation grommets embedded into the panels. The instrument layout followed the original's, comprising analogue gauges and a large tachometer complemented by modern versions of the traditional toggle switches.

Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress. Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name. A total of 4,038 cars had been completed when production ceased at the end of 2006, over three quarters of which were delivered in the USA.

In 2015 a second-generation Ford GT was unveiled at the North American International Auto Show. Technologically a far cry from its predecessors, the new Ford GT features a 3.5-litre twin-turbocharged V6 engine; a carbon-fibre monocoque chassis; carbon-fibre body panels; pushrod suspension; and active aerodynamics. Producing 647bhp, the turbo V6 drives the rear wheels via a Getrag seven-speed DCT gearbox. The factory claims a sub-3.0 second 0-60mph time and a top speed of 216mph (347km/h), which makes the Brembo carbon-ceramic brakes a necessity rather than a luxury.

In fact, Ford's new supercar had been created with GT racing in mind, hence the presence of an integral roll cage and a host of other competition-car technologies. Yet despite its state-of-the-art trackfocused suspension, the GT has a ride quality rivalling that of a luxury saloon. Autocar's Matt Prior was obviously impressed: "the GT... has a level of composure - that balance between ride and handling - that I'm not sure I've better experienced in 20 years of road testing. It's so compliant, yet there's so little roll, and body movements are so well controlled, that is genuinely astonishing". All of the planned 1,000 road models had been sold before deliveries commenced in 2017, and these exclusive supercars remain highly sought after today.



And as for its maker's racing aspirations, the new GT did not disappoint. At Le Mans on 19th June 2016, the number '68' Ford GT of Ford Chip Ganassi Racing driven by Hand/Müller/Bourdais finished 1st in the LM GTE-Pro class, their victory marking 50 years after Ford's first Le Mans win in 1966 with the original GT40.

"Of all the Ford GT Heritage Edition liveries we've done, the Holman Moody Heritage Edition's can't-miss signature gold and red theme is an epic tribute to our 1966 Le Mans finish," said Mike Severson, Ford GT programme manager. "Inspired by one of the most well-known Ford GT40 race cars, this latest Ford GT honours the Holman Moody race team's know-how and ability to out-innovate global competitors."

The Holman Moody's unique includes signature Oxford White roundels with 'No. 5' on the doors, hood and rear wing, all matching the appearance of that famous 1966 Ford GT40. Exposed gloss carbon-fibre components are prominent, including the 20" wheels, front splitter, side sills, mirrors, engine louvres and rear diffuser. Brembo brake calipers lacquered in black with silver graphics, plus black lug nuts, further enhance the modern aesthetic.

Carbon fibre also features in the cabin, appearing on door sills, console and registers, and even features a matte 'No. 5' roundel on the door panels. Ebony Alcantara-wrapped carbon-fibre seats feature gold accent stitching, while embossed seating surfaces and head restraints carry a de-bossed GT logo. The instrument panel is wrapped in Ebony leather and Ebony Alcantara, the latter also featuring on the pillars and headlining. Gold appliqués on the instrument panel, door register bezels and seat X-brace are paired with the matte carbon fibre on the registers, door sills, lower A-pillars and console. The steering wheel is finished in Ebony Alcantara with black stitching, while the paddle shifters are finished in exterior-matching Holman Moody Gold.

First registered in the UK on 3rd May 2023, this Ford GT Holman Moody has covered 'delivery mileage' of only some 20 miles. Presented in stunning, brand new condition, this pristine example represents a not-to-be-missed opportunity to join the select band of Ford GT owners.

£900,000 - 1,100,000 €1,100,000 - 1,300,000

273

1996 ASTON MARTIN V8 COUPÉ

Registration no. P506 OKO Chassis no. SCFDAM2S0TBB79013

- One of only 101 V8 Coupés made
- Automatic transmission
- Four registered keepers
- Present ownership since 2016
- Extensive service history







After spearheading Aston Martin's transformation for the 1990s, the Virage was dropped during 1994, its place as the 'standard' model being taken by a Vantage-style V8 Coupé. Introduced at the Geneva Salon in March 1996, the new V8 Coupé adopted all of the Vantage's muscular styling cues but retained the normally aspirated, 5.3-litre engine of the Virage and delivered similar performance. The model formed part of the Aston Martin range for just three years and is one of the rarer members of the modern V8 family. Chassis numbers ran from '79001' to '79101', a total of 101 cars.

An automatic transmission model, this highly original example was first registered in October 1996 and is offered for sale by its fourth registered keeper, who has enjoyed the car for around seven-and-ahalf years. '79013' is presented in the handsome colour combination of Buckinghamshire Green with Ivory leather interior, the latter featuring a dark green upper dashboard and smart wood inlays to the dashboard, centre console and door panels. The factory specification includes climate control, cruise control, selectable Sport mode, electric windows, and heated and electrically adjustable front seats. A more modern Clarion head unit has been installed, which features a fold-out screen with Bluetooth connectivity and satellite navigation.

The Buckinghamshire Green paintwork is described by the vendor as in good overall condition, showing some stone chips front and rear but otherwise presenting very well with no major defects visible. The nearside wheelarch previously had a scuff in the paintwork, which was taken back to bare metal and re-sprayed by Aston Engineering.

The interior presents very well overall, with a few minor blemishes, while the vendor also notes that the leather around the rear parcel shelf speakers has shrunk slightly. The vendor is not aware of any electrical or mechanical faults, and states that there are no warning lights showing on the dashboard. The vendor also notes that the prop shaft has been re-balanced, the radiator re-cored, and the brakes replaced during their ownership.

The car's most recent service was carried out by Revive Iconics in April 2023 at 83,060 miles and is offered with a fresh MoT valid until April 2024. Records of all 14 services are on file, mostly undertaken by the factory and more recently by Heritage Aston Engineering, Derby.

The car will be supplied with its owner's manuals; stamped service history booklet; tool kit; a selection of Aston Martin Works maintenance invoices; and the original Kenwood radio and Blaupunkt CD stacker unit. This potent and well-documented modern classic has been used by the vendor for a variety of European tours, including a drive to Venice in September 2019. This example would make a fine addition to any collection as an elegant weekend cruiser or long-distance tourer.

£55,000 - 70,000 €64,000 - 81,000

274

1959 ALFA ROMEO 2000 SPIDER

Registration no. 794 UYX Chassis no. AR 1020400446 Engine no. AR 0020400465

- Italian two-seat open-top cruising in style
- Matching numbers
- Left-hand drive
- An older restoration benefiting from additional recent refurbishment
- Present ownership for the last eight years







"The 2000 Roadster, made for high-speed touring, was fitted with an engine having remarkable reserves of power and torque in order to offer the sport customer the possibility of making fast journeys with the maximum safety." - Luigi Fusi, Alfa Romeo, All Cars From 1910.

The famous Carrozzeria Touring's associations with Alfa Romeo reached back to the late 1920s and this liaison was perpetuated into the postwar era. Replacement for the 1900 line, the 102-Series 2000 cars first appeared in 1958 and were unusual in so far as production of the stylish Touring-bodied Spider version outstripped that of the Berlina, with 3,443 examples of the soft-top produced compared with only 2,804 of the saloon. As Anderloni and Anselmi remark in their book, 'Touring Superleggera': 'An order which was important to Touring in quantitative terms was that for... supplying the Alfa Romeo 2000 convertible.'

Touring's renowned Superleggera (Superlight) method of body construction was employed, though now the panels were machinepressed rather than hand-beaten, greatly speeding up production. This departure marked a turning point for Touring, enabling them to manufacture bodies in greatly increased volume, though this was still far from mass production.

Beneath the skin the 2000 remained much as the last of the 1900s, with independent front suspension, live rear axle, five-speed gearbox, and drum brakes all round. Nowadays referred to as the 'old' 2-litre, the twincam 2000 engine combined elements of the superseded 1900 and new Giulietta, retaining the former's cast-iron block and separate cam covers but featuring the latter's bucket-and-shim method of valve adjustment. Spider and Sprint versions came with 115bhp on tap, good enough for a top speed in excess of 177km/h (110mph). Despite a relaxed high-speed cruising ability and excellent smoothness, the 2000 in its day tended to be overshadowed by the smaller and cheaper Giulietta, and only now is the model beginning to receive the attention it deserves.

Owned by the current vendor for the last eight years, this early matchingnumbers Alfa Romeo 2000 Spider was restored some years ago and still presents beautifully. It benefits from a recent overhaul of the original Solex carburettors and a sympathetic restoration of the original interior, while much of the chrome has been re-plated. The vendor describes the car as in good condition throughout, with an excellent interior and equally good mohair convertible hood, and reports that it drives very well. Offered with a V5C document.

£70,000 - 80,000 €82,000 - 94,000

275 * N **1979 RUF 3.4-LITRE CR COUPÉ**

Registration no. not UK registered Chassis no. 9119303056 Engine no. to be advised

- Based on a 1979 Porsche 911SC
- Left-hand drive
- Converted by Ruf in 2014
- Well maintained
- History file available













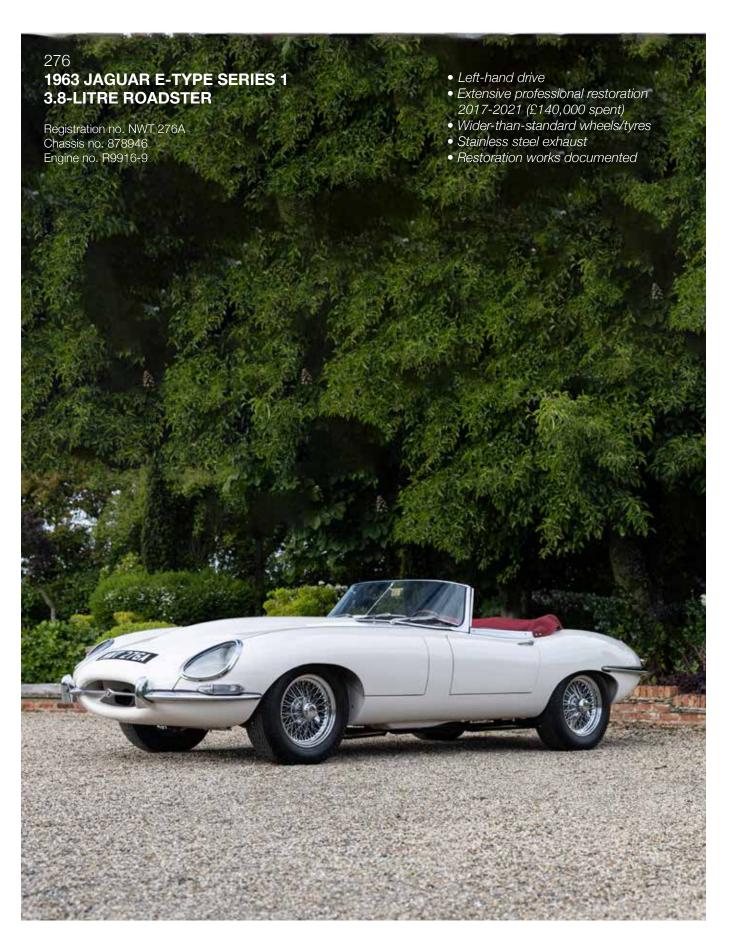
From tuner and modifier of Porsches, Alois Ruf Jr. graduated into automobile manufacturer, being awarded that status in 1981 by the German Automobile Manufacturers Association. The first group of Ruf-designated cars - numbered BTR-1, -2 and -3 - was constructed in 1982. Ruf's favoured 911 was the basis for the trio. The company first hit the headlines in 1987 when its Porsche-based CTR 'Yellow Bird' attained a top speed of 211mph, making it the world's fastest car at that time.

This 1979 Porsche 911SC was modified by Ruf in Pfaffenhausen and is now referred to as a 1979 RUF 3.4 CR (as opposed to the CTR, which was the turbo variant that was released a decade after this Porsche was manufactured). Its owner at the time of the conversion in 2014 was Mr Karl-Heinz Gaberle of Kaufburen, Germany, and Ruf's detailed multi-page invoice for €27,889 is on file This 1979 RUF 3.4 CR has the Ruf Yellow Bird body kit; Ruf wheels; Ruf gearbox; and colourmatched Porsche 968 Club Sport seats with custom jacquard woven fabric upholstery and Ruf CR monograms. It is powered by a powerful, naturally aspirated 3.4-litre flat six and has a limited-slip differential. Regular servicing has been carried out since the conversion by Ruf and licensed Porsche mechanics.

In May 2020 the Ruf was sold to Rudolf and Claudia Heisinger of Regensburg, Germany and in May 2023 was sold to the current vendor in the USA where it is currently registered. Regular servicing by Porsche mechanics has been kept up through these changes of ownership. The car has been exceptionally well cared for, benefiting from a recently gearbox rebuild (in April 2023); dry-ice blasting of the undercarriage and engine bay; cavity waxing; and an interior re-trim (in May 2023) together with regular maintenance, all works being carried out by highly reputable Porsche specialists across the United Kingdom. The total distance travelled from new is only circa 35,000 kilometres (approximately 21,700 miles). A binder of supporting documentation comes with this unique Ruf Porsche, to include old German registration papers; bill of sale to the current vendor; the invoice for the 2023 gearbox rebuild; and the aforementioned Ruf invoice for the conversion.

£125,000 - 150,000 €150,000 - 170,000

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Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Indeed, even Enzo Ferrari felt obliged to concede that the E-type was 'the most beautiful car ever made'.

This left-hand drive Series 1 E-Type was purchased in 2016 by the previous owner from an auction in France (cost €115,000). The car was then brought to the UK and extensively restored between 2017 and 2021, the main restoration work being carried out by Incarnation Ltd (later Motolocation) of Essex, with further works by Classic & Sports Cars of Essex. The aforementioned owner then fell ill and the E-Type was purchased from Classic & Sports Cars by our vendor. While the car was with Classic & Sports Cars the windscreen was replaced, as it was scratched, and the speedometer and rev counter wired directly rather than through the dynamo/alternator. Some less-than-perfect areas were re-chromed.

The wider-than-standard 15" wheels are shod with Dunlop SP Sport tyres, which have covered a maximum of 250 miles, while the exhaust and manifold have been upgraded to stainless steel race specification. The vendor was told that the engine was upgraded during the restoration, as verified by accompanying documents in the file, which also contains a complete record of the restoration, including receipts totalling $\mathfrak{L}140,000$.

£105,000 - 125,000 €120,000 - 150,000



Sophistication often resides within small packages. This delightfully eyecatching little Riviera-villa runabout embodies many of the compactsize, lightweight, performance-enhancing engineering principles upon which Ettore Bugatti developed his entire range of ultimately worldbeating, Grand Prix and Le Mans-winning, sporting cars.

The great, much missed Bugatti enthusiast and world authority Uwe Hucke based this essentially Type 22 'Prince Henry' with its open three-seat bodywork upon a long-accumulated collection of original Bugatti components, most significantly the original 8-valve 4-cylinder engine serial '329' which powers this car today.

The engine had been fitted as-new in what was later assumed to be Bugatti Type 22 chassis '678' which had been delivered to its first owner in August 1914. A surviving document offered with the car records its engine's delivery, within that initial chassis, as having been made on June 17, 1914, to a Mme Louise Alexander, at the Hotel Meurice, Paris, France, the chassis then carrying what was described as a 'Yankee' type body made by the Dorr company.

The same document also records what we understand to have been Uwe Hucke's discovery of the car's major components as embodied today, in the Garage Franco-Belge in Nice on the French Cote d'Azur, c.1968/69.

Mr Hucke eventually decided to re-assemble this selection of original Bugatti 8-Valve mechanical components within a modified post-World War 1 Type 22 chassis frame from the later 16-Valve model series. Bugatti authority David Sewell has concluded that this frame - as featured today - originated between mid-1924 and March 1926 when model production ended. The front and rear road springs featured are contemporary with the frame, which has been shortened slightly to 2.3-metres wheelbase, less than the 2.4 metres of the standard Type 22 and much shorter than the 2.55 metre Type 23.

The car's gearbox, complete with its transmission brake, is also original, from a 16-Valve model of around 1924. The rear axle is from an 8-Valve model, and the front axle from either a late-8-Valve or early 16-Valve. The distinctive and original radiator is from an 8-Valve of 1912-14.







The car as offered here also features period Nirona brass headlamps and Duolamp tail lights. It rides on period 710 x 90mm wheels and has a period cast-alloy but wood-rimmed steering wheel. It is fully equipped with an onboard starter and belt-driven dynamo, and has 'a correct' fuel tank at the rear. The car's rounded 'red-faced' radiator features the 'round-dot' Bugatti badge, and has a replacement filler cap. The brass water pump on the original engine is stamped '614', while the engine number itself ('329') has survived as initially stamped over 100 years ago upon the unit's cambox, crankcase and sump.

In Uwe Hucke's ownership this chassis and engine was initially clothed in an original 1911 closed Fiacre body and at the time was indeed thought to be chassis serial '678'. However, the frame's post-WW1 origination then indicated that the pre-war engine number had actually been copy-stamped into this particular still-original, but post-WW1, chassis, adjacent to its nearside front dumb-iron. Over a tenyear period Mr Hucke then swapped the Fiacre body from this frame onto a genuine complete 1912 8-Valve rolling chassis, before having this car's chassis bodied in its most attractive present 'Prince Henry' 3-seater style with ash frame, and panel-work by Hugh Murray. The original engine was rebuilt by specialist Rondoni in 1990.

The grey-liveried 'torpedo' bodywork certainly lends a rakish aspect to this most attractive little Bugatti, and its black wings - those at the front featuring leather valances and with wooden running boards - add contrast. Overall this unique little 8-Valve presents all the charm of a 1920s' private yacht tender in land-borne form - in so many ways an ideal runabout to be attached to the Riviera villa, or indeed to the English country house or a Scottish shooting estate...or simply to evoke such an aura.

This most appealing and attractive Bugatti was bequeathed by the late Uwe Hucke to the present vendor, then a young child, in 2002 and it has been well preserved - with minimal running - since. then.

We commend it highly to the vintage market, with a liking for things Bugatti...and a sense of fun.

£120,000 - 160,000 €140,000 - 190,000

1983 LOTUS TURBO ESPRIT SERIES 3 COUPÉ

Registration no. W 28 Chassis no. SCC082910DHD114 Engine no. CD910830420762

- Collectible modern Lotus
- Present ownership for the last 28 years,
- Extensively recommissioned in 2022
- Cherished registration 'W 28' included







Among the longest running of post-war sports cars, the Esprit first surfaced as a Giorgetto Giugiaro-designed Ital Design project car at the 1972 Turin Motor Show, the silver prototype having come about following a chance encounter between Giugiaro and Lotus boss Colin Chapman. The car was well received, and following a protracted development programme finally entered production in 1976.

The Esprit metamorphosed through several series over the next two decades, gaining a 2.2-litre engine, turbo-charged induction, and a new more rounded body design along the way, before the model's ultimate expression - the V8 - arrived in 1996. Lotus had first employed turbocharged induction in 1980 on the Essex Turbo Esprit, a limited edition model featuring the blue/red/chrome livery of the Essex Overseas Petroleum Corporation, sponsor of Team Lotus from 1979 to 1981.

The Essex paved the way for the series production Turbo Esprit, the arrival of which in April 1981 coincided with that of the S3 models. Despite having a wet sump, the Turbo's 2.2-litre Garrett-blown engine produced the same power (210bhp) as the Essex's dry sump unit. The Turbo Esprit retained the aerodynamic body kit of the Essex cars and featured prominent 'Turbo Esprit' decals on the nose and sides. The Turbo's top speed was 148mph, with 60mph attainable in 6.1 seconds. In 1987, the Esprit was comprehensively restyled by Peter Stevens, who produced a less angular, more rounded and much more modern look, its arrival coinciding with a change of name for the turbocharged car to 'Esprit Turbo'.

This Turbo Esprit has been in the present ownership for the last 28 years, and in the late 1990s made two trips to Le Mans. The current owner's family were Lotus Service Dealers in period, and also maintained the vehicle for the previous owner. The car was recommissioned in 2022, including extensive engine works and replacement of various components:

- · Cylinder head gasket and core plugs
- Timing belt
- Water pump
- Turbo reconditioned by Turbo Technics
- Waste gate
- All new aluminium water pipes and hoses
- New aluminium header tank
- · Carburettors and inlet manifold reconditioned
- New aluminium fuel tanks, pipes and hoses
- New rear brake calipers, handbrake cables and all new flexible brake pipes
- New clutch fitted around eight years ago (minimal mileage since)
- New brake servo and master cylinder fitted around eight years ago

Only 20,808 miles have been covered from new, and the car's excellent overall condition reflects this sparing usage. Spax shock absorbers and the aforementioned alloy fuel tank are the only notified deviations from factory specification. The cherished and very valuable registration 'W 28', formerly owned by Mr Julian Wintle (producer of the 1960s TV series The Avengers) is included in the sale.

£60,000 - 70,000 €70,000 - 81,000

279

2007 MORGAN AERO 8 4.4-LITRE ROADSTER

Registration no. DS04 ERO Chassis no. SA9AERO80004J0457 Engine no. to be advised

- Four previous owners
- 28,485 miles from new
- Appropriate registration
- Supercar performance







"You could park the Aero 8 next to anything short of a gold-plated Bugatti and know that it would win the bulk of attention. The traditional lines and muscular contours manage to refer to Morgan's illustrious sports car past without degenerating into caricature." – *Autocar*.

The revitalisation of Morgan, for decades regarded as merely a niche producer of traditional - essentially outdated - sports cars, is one of the British motor industry's more unlikely success stories of the 21st Century. Morgan's new era began in 2000 with the display at the Geneva Motor Show of the Aero 8, an aluminium-chassis roadster powered by a state-of-the-art BMW 4.4-litre V8 engine producing 333bhp and driving via a six-speed gearbox. The new V8 made for a top speed of 160mph with the 0-62mph dash covered in only 4.8 seconds, putting the Aero 8 firmly in the supercar league.

Although its styling had been refreshed and updated, the Aero 8 remained unmistakably a Morgan, and like all of its predecessors offered exhilarating performance courtesy of a high power-to-weight ratio.

As *Autocar* observed: "Modern Morgans have their dynamics underpinned by the company's extensive - and successful - experience in GT racing; one of the Supersports' original roles was actually to homologate a more aerodynamically efficient body shape to help the competition effort." The result can be seen on the Aero 8.

Introduced in 2004, the third iteration of the Aero 8 was distinguished by new Mini-style headlamps, with changes to the wings and front end resolving the controversial 'squint' of the earlier cars. The interior and mechanicals remained unchanged. Approximately 200 Series 3 models were produced.

This beautiful Series 3 Aero 8 has had four previous owners and covered a mere 28,485 miles from new. Specification highlights include Silverlake Blue metallic paint; Butterscotch leather interior; blue carpets; Aero wheels; Quad exhausts; and mohair hood and hood cover.

£50,000 - 70,000 €58,000 - 81,000 No Reserve 280

1965 ALFA ROMEO GIULIA TI SUPER FIA COMPETITION SALOON

Registration no. KBY 966D Chassis no. 720154

- Previously owned/raced by Geoff Breakwell and Julius Thurgood
- Extensively campaigned in various Historic race series
- Numerous podium finishes with the current vendor
- Looked after by Historic specialists Westbourne Motorsport
- Engine rebuilt in 2017





Introduced in 1962 and outwardly almost indistinguishable from the preceding 1.3-litre Giulietta, the Giulia boasted a more powerful and much less fussy 1,570cc engine in addition to welcome improvements to the previously feeble heating arrangements. Despite their boxy, unitary construction body, the Giulietta and Giulia were paragons of aerodynamic efficiency, and like all Alfa Romeos possessed a distinctly sporting nature, the 92bhp produced by its classic, twin-cam, four-cylinder engine making the Giulia TI version a genuine 100mph (160km/h) car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle, and - apart from early cars - disc brakes all round.

Introduced in 1965, the more powerful (112bhp) Super improved on the TI's specification, boasting twin Weber carburettors, a floor-mounted gear shift, and a host of detail changes including the distinctive badge that gives the model its 'Bollo d'Oro' sobriquet.

According to our vendor, this competition-prepared Giulia TI Super has 158bhp on tap, has good pace and is very competitive with other Giulias that he has raced against. Indeed, he has enjoyed considerable success with it, racking up numerous podium finishes in the HRDC.

The car was previously owned/raced by Geoff Breakwell and Julius Thurgood. Prior to the vendor's ownership, the Alfa raced with U2TC in the Silverstone Classic and the Donington Historic Festival. Of course, this car would also be eligible to race at the Goodwood Revival meeting as many other Giulias have done in the past.

Since its acquisition by the vendor the car has been looked after by Historic specialists Westbourne Motorsport. In early 2017 the car had a full engine rebuild carried out by specialist Jim Evans, at a cost of £8,500, while in 2019 the cylinder head was skimmed. Bills on file from Alfaholics and other specialists total over £8,000, while bills from 2016 onwards total £20,000. The car also comes with a V5C registration document and FIA HTP Appendix K papers valid until December 2026 making the car eligible for events such as Tour Auto and Modena Cento Ore.

Specification highlights include the following:

Three sets of wheels (one set Alfaholics magnesium lightweight type) Stack rev counter

Bespoke Moto-Lita Alcantara-trimmed three-spoke steering wheel Weber 45DCOE-125 carburettors

Lightweight baffled alloy fuel tank

FIA specification roll cage

Lightweight polycarbonate windows

£25.000 - 35.000 €29,000 - 41,000

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Chassis no. MS 3928

Refer to department

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Chassis no. BE205

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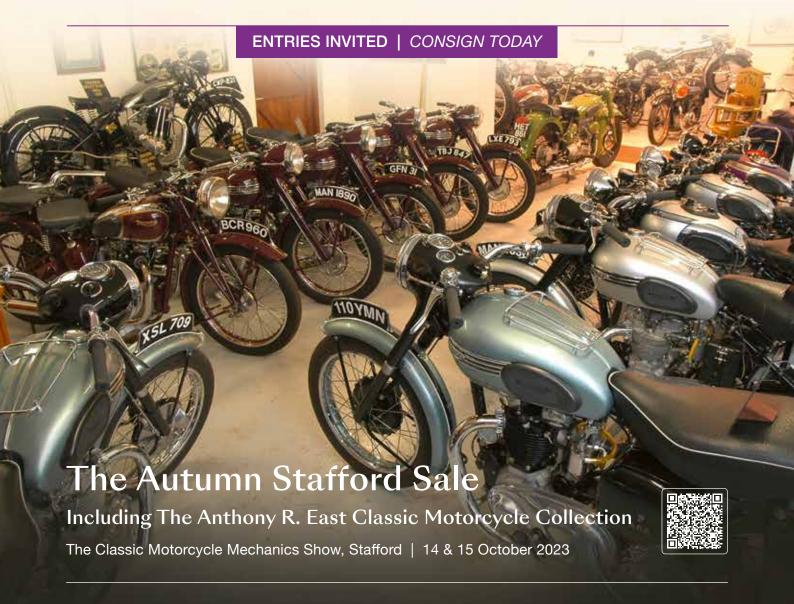




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1931 ASTON MARTIN 1½-LITRE INTERNATIONAL 'LM5' €800,000 - 1,100,000 *







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Bonhams

AUCTIONEERS SINCE 1793



POPY/ CULAURE

New Bond Street, London | 18 October 2023



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ENQUIRIES

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+44 (0) 20 7468 8326 popxculture@bonhams.com UK Pop Artist Lhouette reimagines the Ford GT supercar in a new art installation that will feature in an exclusive preview at the Goodwood Festival of Speed 2023.

Four original painted artworks inspired by the Ford GT will then be offered at the Pop X Culture sale at Bonhams in October with 50% of proceeds being generously donated to the men's mental health charity, Campaign Against Living Miserably (CALM).



Race Meetings

28 - 30 July 2 Grids at Oulton Park Gold Cup

> 26 August Mallory Park

<u>Hillclimbs</u>

9 & 10 September - Loton Park Hill Climbs

5 & 6 August - Prescott Hill Climb

23 September - Prescott Long Course Hill Climb

Join Us

Enjoy your Vintage car with the VSCC.

No car? No problem. You can marshal, compete or spectate. Everyone with an interest in vintage and historic cars is welcome. Join us at any of our events to experience historic motorsport at its friendliest.

For more information join us at one of our events this year, further details available at vscc.co.uk

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NOTICE TO BIDDERS

This notice is addressed by Bonhams to any person who may be interested in a Lot, and to all persons participating in the auction process including auction attendees, Bidders and potential Bidders (including any eventual Buver of the Lot). For ease of reference we refer to such persons as "Bidders" or "you". Our List of Definitions and Glossary is incorporated into this Notice to Bidders. It is at Appendix 3 at the back of the Catalogue. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics IMPORTANT: Additional information applicable to the Sale may be set out in the Catalogue for the Sale, in an insert in the Catalogue and/or in a notice displayed at the Sale venue and you should read them as well. Announcements affecting the Sale may also be given out orally before and during the Sale without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have

1. OUR ROLE

In its role as Auctioneer of Lots, Bonhams acts solely for and in the interests of the Seller, Bonhams' job is to sell the Lot at the highest price obtainable at the Sale to a Bidder. Bonhams does not act for Buyers or Bidders in this role and does not give advice to Buyers or Bidders. When it or its staff make statements about a Lot or, if Bonhams provides a Condition Report on a Lot it is doing that on behalf of the Seller of the Lot. Bidders and Buyers who are themselves not expert in the Lots are strongly advised to seek and obtain independent advice on the Lots and their value before bidding for them. The Seller has authorised Bonhams to sell the Lot as its agent on its behalf and, save where we expressly make it clear to the contrary. Bonhams acts only as agent for the Seller. Any statement or representation we make in respect of a Lot is made on the Seller's behalf and, unless Bonhams sells a Lot as principal, not on our behalf and any Contract for Sale is between the Buyer and the Seller and not with us. If Bonhams sells a Lot as principal this will either be stated in the Catalogue or an announcement to that effect will be made by the Auctioneer, or it will be stated in a notice at the Sale or an insert in the Catalogue.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a Lot and buy it, at that stage Bonhams does enter into an agreement with you as the Buver. The terms of that contract are set out in our Buver's Agreement. which you will find at Appendix 2 at the back of the Catalogue, and this will govern Bonhams' relationship with the Buyer.

2. LOTS

Subject to the Contractual Description printed in bold letters in the Entry about the Lot in the Catalogue (see paragraph 3 below), Lots are sold to the Buyer on an "as is" basis, with all faults and imperfections. Illustrations and photographs contained in the Catalogue (other than photographs forming part of the Contractual Description) or elsewhere of any Lots are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the Lot. Lots are available for inspection prior to the Sale and it is for you to satisfy yourself as to each and every aspect of a Lot, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a Lot may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a Lot may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many Lots they may have been damaged and/or repaired and you should not assume that a Lot is in good condition Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a Lot, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details Any person who damages a Lot will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The Catalogue contains an Entry about each Lot. Each Lot is sold by its respective Seller to the Buyer of the Lot as corresponding only with that part of the Entry which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the Lot in the Catalogue. The remainder of the Entry, which is not printed in bold letters, represents Bonhams' opinion (given on behalf of the Seller) about the Lot only and is not part of the Contractual Description in accordance with which the Lot is sold by the Seller

Estimates

In most cases, an Estimate is printed beside the Entry, Estimates are only an expression of Bonhams' opinion made on behalf of the Seller of the range where Bonhams thinks the Hammer Price for the Lot is likely to fall; it is not an Estimate of value. It does not take into account any VAT or Buyer's Premium payable or any other fees payable by the Buyer, which are detailed in paragraph 7 of the Notice to Bidders, **below.** Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a Lot

Condition Reports

Estimates are in the currency of the Sale.

In respect of most Lots, you may ask Bonhams for a Condition Report

on the Lot's general physical condition. If you do so, this will be provided by Bonhams on behalf of the Seller free of charge. As this is offered additionally and without charge, Bonhams is not entering into a contract with you in respect of the Condition Report and accordingly does not assume responsibility to you in respect of it. The Condition Report represents Bonhams' reasonable opinion as to the Lot's general condition in the terms stated in the particular report, and Bonhams does not represent or guarantee that a Condition Report includes all aspects of the internal or external condition of the Lot. Neither does the Seller owe or agree to owe you as a Bidder or Buyer any obligation or duty in respect of this free report about a Lot, which is available for your own inspection or for inspection by an expert instructed by you.

The Seller's responsibility to you

The Seller does not make or agree to make any representation of fact or contractual promise, Guarantee or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual Buver as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any Lot or as to the anticipated or likely selling price of any Lot. Other than as set out above, no statement or representation in any way descriptive of a Lot or any Estimate is incorporated into any Contract for Sale between a Seller and a Buyer.

Bonhams' responsibility to you

You have the opportunity of examining the Lot if you want to and the Contract for Sale for a Lot is with the Seller and not with Bonhams Bonhams acts as the Seller's agent only (unless Bonhams sells the Lot as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each Lot to establish the accuracy or otherwise of any Descriptions or opinions given by Bonhams, or by any person on Bonhams' behalf, whether in the Catalogue or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by Bonhams or on Bonhams' behalf which is in any way descriptive of any Lot or as to the anticipated or likely selling price of any Lot. No statement or representation by Bonhams or on its behalf in any way descriptive of any Lot or any Estimate is incorporated into our Buyer's Agreement.

Alterations

Descriptions and Estimates may be amended at Bonhams' discretion from time to time by notice given orally or in

ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR

writing before or during a Sale. THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY

BEHALF BEFORE THE SALE 4. CONDUCT OF THE SALE

Our Sales are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any Sale and to remove any person from our premises and Sales, without stating a reason. We have complete discretion as to whether the Sale proceeds, whether any Lot is included in the Sale, the manner in which the Sale is conducted and we may offer Lots for Sale in any order we choose notwithstanding the numbers given to Lots in the Catalogue. You should therefore check the date and starting time of the Sale, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested is put up for Sale. We have complete discretion in which to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any Lot, to combine two or more Lots, to withdraw any Lot from a Sale and, before the Sale has been closed, to put up any Lot for auction again. Auction speeds can exceed 100 Lots to the hour and bidding increments are generally about 10%; however these do vary from Sale to Sale and from Auctioneer to Auctioneer. Please check with the department organising the Sale for advice on this. Where a Reserve has been applied to a Lot, the Auctioneer may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such Reserve) on behalf of the Seller. We are not responsible to you in respect of the presence or absence of any Reserve in respect of any Lot. If there is a Reserve it will be no higher than the lower figure for any Estimate in the Catalogue, assuming that the currency of the Reserve has not fluctuated adversely against the currency of the Estimate. The Buyer will be the Bidder who makes the highest bid acceptable to the Auctioneer for any Lot (subject to any applicable Reserve) to whom the Lot is knocked down by the Auctioneer at the fall of the Auctioneer's hammer. Any dispute as to the highest acceptable bid will be settled by the Auctioneer in his absolute discretion. All bids tendered will relate to the actual Lot number announced by the Auctioneer. An electronic currency converter may be used at the Sale. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the Sale and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the Sale. At some Sales, for example, jewellery Sales, we may use screens on which images of the Lots will be projected. This service is provided to assist viewing at the Sale. The image on the screen should be treated as an indication only of the current Lot. It should be noted that all bids tendered will relate to the actual Lot number announced by the Auctioneer. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

You must complete and deliver to us one of our Bidding Forms, either

our Bidder Registration Form, Absentee Bidding Form or Telephone Bidding Form in order to bid at our Sales.

If you are a new client at Bonhams or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the Sale at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact. We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a Bidder, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the Sale of any Lot at our discretion while we complete our registration and identification enquiries, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, or if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams or be detrimental to Bonhams' reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our Bidder registration desk at the Sale venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the Sale. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the Sale. Should you be a successful Bidder you will need to ensure that your number can be clearly seen by the Auctioneer and that it is your number which is identified as the Buyer's. You should not let anyone else use your paddle as all Lots will be invoiced to the name and address given on vour Bidder Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the Hammer Price of, or whether you are the successful Bidder of, a particular Lot, you must draw this to the attention of the Auctioneer before the next Lot is offered for Sale. At the end of the Sale, or when you have finished bidding please return your paddle to the Bidder registration desk.

Bidding by telephone

If you wish to bid at the Sale by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the Catalogue. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all Lots. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee Bidding Forms can be found in the back of this Catalogue and should be completed and sent to the office responsible for the Sale, once you have pre-registered to bid or have updated your existing registration details recently. It is in your interests to return your form as soon as possible, as if two or more Bidders submit identical bids for a Lot, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your Absentee Bidding Form carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to Reserves and other bids made for the Lot. Where appropriate your bids will be rounded down to the nearest amount consistent with the Auctioneer's bidding increments. New Bidders must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

In order to bid online in a Sale, you must be 18 or over and you must register to bid via the Bonhams App or www.bonhams.com. Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (ii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any lot with a hammer price equal to or in excess of $\mathfrak{L}5,000/\$10,000/$ HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the Sale, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the lot can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased

lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you.

We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the Bidding Form unless otherwise agreed by us in writing in advance of the Sade. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the *Buyer*, which are contained in paragraph 3 of the *Buyer*'s *Agreement*, set out at Appendix 2 at the back of the *Catalogue*.

Nevertheless, as the Bidding Form explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the Seller and to Bonhams under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee Bidding Form that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the Buyer and will be liable to pay the Hammer Price and Buyer's Premium and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our Conditions of Business and contact our Customer Services Department for further details Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE

On the Lot being knocked down to the Buyer, a Contract for Sale of the Lot will be entered into between the Seller and the Buyer on the terms of the Contract for Sale set out in Appendix 1 at the back of the Catalogue. You will be liable to pay the Purchase Price, which is the Hammer Price plus any applicable VAT. At the same time, a separate contract is also entered into between us as Auctioneers and the Buyer. This is our Buver's Agreement, the terms of which are set out in Appendix 2 at the back of the Catalogue. Please read the terms of the Contract for Sale and our Buyer's Agreement contained in the Catalogue in case you are the successful Bidder including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the Catalogue and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the Buyer's Agreement for this Sale

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the Buyer's Agreement, a premium (the Buyer's Premium) is payable to us by the Buyer in accordance with the terms of the Buyer's Agreement and at rates set out below, calculated by reference to the Hammer Price and payable in addition to it. Storage charges and Expenses are also payable by the Buyer as set out in the Buyer's Agreement. All the sums payable to us by the Buyer are subject to VAT. For this Sale the following rates of Buyer's Premium will be payable by Buyers on each lot purchased:

(a) Motor Cars and Motorcycles 15% on the first £500,000 of the Hammer Price 12% from £500,001 of the Hammer Price

(b) Automobilia

27.5% of the Hammer Price on the first £20,000; plus 26% of the Hammer Price from £20,001 and up to £700,000; plus 20% of the Hammer Price from £700,001 and up to £4,000,000; plus 13.9% of the Hammer Price above £4,000,001

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific Sale Information page at the front of the catalogue.

The Buyer's Premium and all other charges payable to us by the Buyer are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price of €1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Additional Premium will be a percentage of the amount of the Hammer Price calculated in accordance with the table below, and shall not exceed £12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

Hammer Price	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale .

The following symbols, shown beside the Lot number, are used to denote that VAT is due on the Hammer Price and Buyer's Premium:

- † VAT at the prevailing rate on Hammer Price and Buyer's Premium
- Ω VAT on imported items at the prevailing rate on Hammer Price and Buyer's Premium
- VAT on imported items at a preferential rate of 5% on Hammer Price and the prevailing rate on Buyer's Premium
- G Gold bullion exempt from VAT on the Hammer Price and subject to VAT at the prevailing rate on the Buver's Premium
- Zero rated for VAT, no VAT will be added to the Hammer Price or the Buyer's Premium
- Buyers from within the UK: VAT is payable at the prevailing rate on just the Buyer's Premium (NOT the Hammer Price). Buyers from outside the UK: VAT is payable at the prevailing rate on both Hammer Price and Buyer's Premium. If a Buyer, having registered under a non-UK address, decides that the Item is not to be exported from the UK, then he should advise Bonhams immediately.

In all other instances no VAT will be charged on the Hammer Price, but VAT at the prevailing rate will be added to Buyer's Premium which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus *VAT* and any other charges and *Expenses* to us)in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer. You may electronically transfer funds to our Account. If you do so, please quote your paddle number and invoice number as the reference. Our Account details are as follows:

Bank: National Westminster Bank Plc Address: PO Box 4RY 250 Regent Street London W1A 4RY Account Name: Bonhams 1793 Limited Account Number: 25563009 Sort Code: 56-00-27 IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 I imited

Cash: you may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid by other means.

Credit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department. We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Saller or Bonhams, or would be detrimental to Bonhams' reputation.

10. COLLECTION AND STORAGE

The Buyer of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the Buyer). For collection and removal of purchased Lots, please refer to Sale Information at the front of the Catalogue. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a Lot, the storage of a Lot and our Storage Contractor after the Sale are set out in the Catalogue.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/ or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the UK. These regulations may be found at:

https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species#how-to-apply or may be requested from: Enquiries: wildlife.licensing@apha.gov.uk

Applications: CITESapplication@apha.gov.uk Address: UK CITES Management Authority Centre for International Trade

Horizon House, Deanery Road, Bristol BS1 5AH
The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the Seller to the Buver of a Lot under the Contract for Sale, neither we nor the Seller are liable (whether in negligence or otherwise) for any error or misdescription or omission in any Description of a Lot or any Estimate in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the Seller will be liable for any loss of Business, profits, revenue or income, or for loss of reputation, or for disruption to Business or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the Seller are liable in relation to any Lot or any Description or Estimate made of any Lot, or the conduct of any Sale in relation to any Lot, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the Seller's liability (combined, if both we and the Seller are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist Stamp or Book Sales only) and 10 of the Buyer's Agreement. The same applies in respect of the Seller, as if references to us in this paragraph were substituted with references to the Seller.

15. BOOKS

As stated above, all I ots are sold on an "as is" basis, subject to all faults, imperfections and errors of Description save as set out below. However, you will be entitled to reject a Book in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the Buyer's Premium.

16. CLOCKS AND WATCHES

All Lots are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the Lot is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, Bonhams makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms. Bidders should be aware that a general service. change of battery or further repair work, for which the Buyer is solely responsible, may be necessary.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this Catalogue is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending Bidder unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective Bidders are advised to consult the of bore and wall-thickness measurements posted in the saleroom and available from the department. Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, Bonhams is required to see, as appropriate, your original registered firearms dealer's certificate / shot oun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful Bidder is then unable to produce the correct paperwork, the Lot(s) will be reoffered by Bonhams in the next appropriate Sale, on standard terms for Sellers, and you will be responsible for any loss incurred by Bonhams on the original Sale to

In the case of RED certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence. Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held. Unmarked Lots require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

On behalf of the Seller of these articles, Bonhams undertakes to comply fully with Cites and DEFRA regulations. Buyers are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no Guarantee as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. Bidders should be aware that Estimates assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed Descriptions of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that Bonhams has been given or has obtained certificates for any Lot in the Sale these certificates will be disclosed in the Catalogue. Although, as a matter of policy, Bonhams endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each Lot. In the event that no certificate is published in the Catalogue, Bidders should assume that the gemstones may have been treated. Neither Bonhams nor the Seller accepts any liability for contradictions or differing certificates obtained by Buyers on any Lots subsequent to

Estimated Weights

If a stone(s) weight appears within the body of the Description in capital letters, the stone(s) has been unmounted and weighed by Bonhams. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and Bidders should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in Bonhams' opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams*' opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in Bonhams' opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
 "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the Lot Description). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the Lot Description.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the Catalogue without margins illustrated.
- All photographs are sold unframed unless stated in the Lot Description.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the Catalogue have the following meanings but are subject to the general provisions relating to Descriptions contained in the Contract for Sale:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil; "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary,
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist:
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

but not necessarily his pupil;

Damage and Restoration

For your guidance, in our Catalogues we attempt to detail, as far

as practicable, all significant defects, cracks and restoration. Such practicable Descriptions of damage cannot be definitive, and in providing Condition Reports, we cannot Guarantee that there are no other defects present which have not been mentioned. Bidders should satisfy themselves by inspection, as to the condition of each Lot. Please see the Contract for Sale printed in this Catalogue. Because of the difficulty in determining whether an item of glass has been repolished, in our Catalogues reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this Catalogue, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car. 24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details. It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the Catalogue where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as

Under 15 years old - into neck or less than 4cm 15 to 30 years old - top shoulder (ts) or up to 5cm Over 30 years old - high shoulder (hs) or up to 6cm It should be noted that ullages may change between publication of the Catalogue and the Sale and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the Catalogue and cannot

accept responsibility for any loss resulting from failure of corks either

before or after this point. Options to buy parcels

A parcel is a number of Lots of identical size of the same wine, bottle size and Description. The Buver of any of these Lots has the option to accept some or all of the remaining Lots in the parcel at the same price, although such options will be at the Auctioneer's sole discretion. Absentee Bidders are, therefore, advised to bid on the first Lot in a parcel.

Wines in Bond

Wines Iving in Bond are marked Δ. All Lots sold under Bond, and which the Buyer wishes to remain under Bond, will be invoiced without VAT or Duty on the Hammer Price. If the Buyer wishes to take the Lot as Duty paid, UK Excise Duty and VAT will be added to the Hammer Price on the invoice.

Buyers must notify Bonhams at the time of the sale whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for Lots to be released under Bond.

Bottling Details and Case Terms

The following terms used in the Catalogue have the following meanings:

CB - Château bottled

DB - Domaine bottled EstB - Estate bottled

BB - Bordeaux bottled

BE - Belgian bottled

FB - French bottled

GB - German bottled OB - Oporto bottled

UK - United Kingdom bottled owc - original wooden case

iwc - individual wooden case

- original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- This lot contains one or more regulated plant or animal species and is subject to CITES regulations. It is the buyer's responsibility to investigate such regulations and to obtain any necessary import or export certificates. A buyer's inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale
- Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location. Wines lying in Bond.
- An Additional Premium will be payable to us by the Buver to cover our Expenses relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The Seller has been guaranteed a minimum price for the Lot. either by Bonhams or a third party. This may take the form of an

- irrevocable bid by a third party, who may make a financial gain on a successful Sale or a financial loss if unsuccessful.
- Bonhams owns the Lot either wholly or partially or may otherwise have an economic interest.
- This lot contains elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. Bonhams is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.

, †, *, G, Ω, α see clause 8, VAT, for details. DATA PROTECTION - USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

BUYERS SALE CONTRACT WITH SELLER

IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the setting out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or on Bonhams' website, and/or by oral announcements before and during the Sale at the Sale venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the Seller's liability in respect of the quality of the Lot, it's fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

THE CONTRACT

- These terms and the relevant terms for Bidders and Buyers in the Notice to Bidders govern the Contract for Sale of the Lot by the Seller to the Buver.
- The Definitions and Glossary contained in Appendix 3 in the Catalogue are incorporated into this Contract for Sale and a separate copy can also be provided by Bonhams on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- The Seller sells the Lot as the principal to the Contract for Sale. such contract being made between the Seller and you through Bonhams which acts in the sole capacity as the Seller's agent and not as an additional principal. However, if the Catalogue states that Bonhams sells the Lot as principal, or such a statement is made by an announcement by the Auctioneer, or by a notice at the Sale, or an insert in the Catalogue, then Bonhams is the Seller for the purposes of this agreement.
- The contract is made on the fall of the Auctioneer's hammer in respect of the Lat when it is knocked down to you

SELLER'S WARRANTIES AND UNDERTAKINGS

- The Seller undertakes to you that:
- the Seller is the owner of the Lot or is duly authorised to sell the Lot by the owner:
- save as disclosed in the Entry for the Lot in the Catalogue, the Seller sells the Lot with full title guarantee or, where the Seller is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the I of:
- except where the Sale is by an executor, trustee, liquidator, receiver or administrator the Seller is both legally entitled to sell the Lot, and legally capable of conferring on you guiet possession of the Lot and that the Sale conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- the Seller has complied with all requirements, legal or otherwise, relating to any export or import of the Lot, and all duties and taxes in respect of the export or import of the Lot have (unless stated to the contrary in the Catalogue or announced by the Auctioneer) been paid and, so far as the Seller is aware, all third parties have complied with such requirements in the past;
- items consigned for sale by the Seller are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions:
- subject to any alterations expressly identified as such made by announcement or notice at the Sale venue or by the Notice to Bidders or by an insert in the Catalogue or on the Bonhams website, the Lot corresponds with the Contractual Description of the Lot, being that part of the Entry about the Lot in the Catalogue which is in bold letters and (except for colour) with any photograph of the Lot in the Catalogue.

DESCRIPTIONS OF THE LOT

Paragraph 2.1.5 sets out what is the Contractual Description of the Lot. In particular, the Lot is not sold as corresponding with any part of the Entry in the Catalogue which is not printed in bold letters, the remainder of which Entry merely sets out (on the Seller's behalf) Bonhams' opinion about the Lot and which is not part of the Contractual Description upon which

- the Lot is sold. Any statement or representation other than that part of the Entry referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any Description or Estimate, whether made orally or in writing, including in the Catalogue or on Bonhams' Website, or by conduct, or otherwise, and whether by or on behalf of the Seller or Bonhams and whether made prior to or during the Sale, is not part of the Contractual Description upon which the Lot is sold. Except as provided in paragraph 2.1.5, the Seller does
- not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any Description of the Lot or any Estimate in relation to it, nor of the accuracy or completeness of any Description or Estimate which may have been Bonhams. No such Description or Estimate is incorporated into this Contract

FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- The Seller does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the Lot or its fitness for any purpose.
- The Seller will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the Lot or its fitness for any purpose

RISK, PROPERTY AND TITLE

- Risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you on the fall of the Auctioneer's hammer in respect of the Lot, or upon collection of the Lot if earlier. The Seller will not be responsible thereafter for the Lot prior to you collecting it from Bonhams or the Storage Contractor, with whom you have separate contract(s) as Buyer You will indemnify the Seller and keep the Seller fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the Lot beyond 7 days from the day of the fall of the Auctioneer's hammer until you obtain full title to it.
- Title to the Lot remains in and is retained by the Seller until: (i) the Purchase Price and all other sums payable by you to Bonhams in relation to the Lot have been paid in full to and received in cleared funds by Bonhams, and (ii) Bonhams has completed its investigations pursuant to clause 3.11 of the Buyer's Agreement with Bonhams set out in Appendix 2 in the catalogue

PAYMENT

- Your obligation to pay the Purchase Price arises when the Lot is knocked down to you on the fall of the Auctioneer's hammer in respect of the Lot
- Time will be of the essence in relation to payment of the Purchase Price and all other sums payable by you to Bonhams. Unless agreed in writing with you by Bonhams on the Seller's behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to Bonhams by you in the currency in which the Sale was conducted by not later than 4.30pm on the second working day following the Sale and you must ensure that the funds are cleared by the seventh working day after the Sale. Payment must be made to Bonhams by one of the methods stated in the Notice to Ridders unless otherwise agreed with you in writing by Bonhams. If you do not pay in full any sums due in accordance with this paragraph, the Seller will have the rights set out in paragraph 8 below.

COLLECTION OF THE LOT

- Unless otherwise agreed in writing with you by Bonhams, the Lot will be released to you or to your order only when: (i) Bonhams has received cleared funds to the amount of the full Purchase Price and all other sums owed by you to the Seller and to Bonhams and (ii) Bonhams has completed its investigations pursuant to clause 3.11 of the Buver's Agreement with Bonhams set out in Appendix 2 in the catalogue.
- The Seller is entitled to withhold possession from you of any other Lot he has sold to you at the same or at any other Sale and whether currently in Bonhams' possession or not, until payment in full and in cleared funds of the Purchase Price and all other sums due to the Seller and/or Bonhams in respect of the Lot.
- You should note that Bonhams has reserved the right not to 7.3 release the Lot to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- You will collect and remove the Lot at your own expense from Bonhams' custody and/ or control or from the Storage Contractor's custody in accordance with Bonhams' instructions or requirements.
- You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
- You will be wholly responsible for any removal, storage or other charges or expenses incurred by the Seller if you do not remove the Lot in accordance with this paragraph 7 and will indemnify the Seller against all charges, costs, including any legal costs and fees, expenses and losses suffered by the Seller by reason of your failure to remove the Lot including any charges due under any Storage Contract. All such sums due to the Seller will be payable on demand.

FAILURE TO PAY FOR THE LOT

- If the Purchase Price for a Lot is not paid to Bonhams in full in accordance with the Contract for Sale, the Seller will be entitled, with the prior written agreement of Bonhams but without further notice to you, to exercise one or more of the following rights (whether through Bonhams or otherwise):
- to terminate immediately the Contract for Sale of the Lot for your breach of contract;

- 8.1.2 to resell the Lot by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell; to retain possession of the *Lot*;
- 8.1.4 to remove and store the Lot at your expense;
- to take legal proceedings against you for any sum due under the Contract for Sale and/or damages for breach of contract;
- 8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 8.1.7 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless the Buyer buys the Lot as a Consumer from the Seller selling in the course of a Business) you hereby grant an irrevocable licence to the Seller by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal Business hours to take possession of the Lot or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the Seller at the Sale or any other auction or by private treaty until all sums due under the Contract for Sale shall have been paid in full in cleared funds:
- 8.1.9 to retain possession of, and on three months' written notice to sell, Without Reserve, any of your other property in the possession of the Seller and/or of Bonhams (as bailee for the Seller) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such Sale in satisfaction or part satisfaction of any amounts owed to the Seller or to Bonhams; and
- 8.1.10 so long as such goods remain in the possession of the Selle or Bonhams as its bailee, to rescind the contract for the Sale of any other goods sold to you by the Seller at the Sale or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the Seller or to Bonhams by you.
- You agree to indemnify the Seller against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to Bonhams in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of Bonhams taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the Seller becomes liable to pay the same until payment by you.
- On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the Lot, after the payment of all sums due to the Seller and to Bonhams, within 28 days of receipt of such monies by him or on his behalf.

THE SELLER'S LIABILITY

- The Seller will not be liable for any injury, loss or damage caused by the Lot after the fall of the Auctioneer's hammer in respect of the Lot.
- Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the Seller will not be liable for any breach of any term that the Lot will correspond with any Description applied to it by or on behalf of the Seller, whether implied by the Sale of Goods Act 1979 or
- Unless the Seller sells the Lot in the course of a Business and the Buver buvs it as a Consumer.
- the Seller will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any Description of the Lot or any Entry or Estimate in relation to the Lot made by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale;
- 9.3.2 the Seller will not be liable for any loss of Business, Business profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer*'s management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
- in any circumstances where the Seller is liable to you in respect 9.3.3 of the Lot, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the Seller's liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the Seller's negligence (or any person under the Seller's control or for whom the Seller is legally responsible), or (iii) acts or omissions for which the Seller is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a

matter of law.

10 MISCELLANEOUS

- 10.1 You may not assign either the benefit or burden of the Contract
- 10.2 The Seller's failure or delay in enforcing or exercising any power or right under the Contract for Sele will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the Seller's ability subsequently to enforce any right arising under the Contract for Sale.
- 10.3 If either party to the Contract for Sale is prevented from performing that party's respective obligations under the Contract for Sale by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the Contract for Sale must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the Seller, addressed c/o Bonhams at its address or fax number in the Catalogue (marked for the attention of the Company Secretary), and if it oy ou to the address or fax number of the Buyer given in the Bidding Form (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 10.5 If any term or any part of any term of the Contract for Sale is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the Contract for Sale to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents and to any subsidiary of Bonhams Holdings Limited and to its officers, employees and agents.
- 10.7 The headings used in the Contract for Sale are for convenience only and will not affect its interpretation.
- 10.8 In the Contract for Sale "including" means "including, without limitation"
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the Contract for Sale.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the Contract for Sale confers (or purports to confer) on any person who is not a party to the Contract for Sale any benefit conferred by, or the right to enforce any term of, the Contract for Sale.
- 10.12 Where the Contract for Sale confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the Seller, it will also operate in favour and for the benefit of Bonhams, Bonhams' holding company and the subsidiaries of such holding company and the successors and assigns of Bonhams and of such companies and of any officer, employee and agent of Bonhams and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Saller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the settling out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or by oral announcements before and during the Sale at the Sale venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between Bonhams personally and the Buyer, being the person to whom a Lot has been knocked down by the Auctioneer.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the Catalogue for the Sale are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the Notice to Bidders, printed in the Catalogue for the Sale, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the Notice to Bidders the Contract for Sale of the Lot between you and the Seller is made on the fall of the Auctioneer's hammer in respect of the Lot, when it is knocked down to you. At that moment a separate contract is also made between you and Bonhams on the terms in this Buyer's Agreement.
- 1.4 We act as agents for the Seller and are not answerable or personally responsible to you for any breach of contract or other

- default by the Seller, unless Bonhams sells the Lot as principal.

 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following
- 1.5.1 we will, until the date and time specified in the Notice to Bidders or otherwise notified to you, store the Lot in accordance with paragraph 5;
- 1.5.2 subject to any power of the Seller or us to refuse to release the Lot to you, we will release the Lot to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the Seller and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, Guarantee, warranty, representation of fact in relation to any Description of the Lot or any Estimate in relation to it, nor of the accuracy or completeness of any Description or Estimate which may have been made by us or on our behalf or by or on behalf of the Seller (whether made orally or in writing, including in the Catalogue or on Bonhams' Website, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the Sale. No such Description or Estimate is incorporated into this agreement between you and us. Any such Description or Estimate, if made by us or on our behalf, was (unless Bonhams itself sells the Lot as principal) made as agent on behalf of the Seller.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the Seller under the Contract for Sale in respect of the Lot.

3 PAYMENT AND BUYER WARRANTIES

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the Notice to Bidders, you must pay to us by not later than 4.30pm on the second working day following the Sale:
- 3.1.1 the Purchase Price for the Lot;
- 3.1.2 a Buyer's Premium in accordance with the rates set out in the Notice to Bidders on each lot, and
- 3.1.3 if the Lot is marked [AF], an Additional Premium which is calculated and payable in accordance with the Notice to Bidders together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the Sale.
- You must also pay us on demand any Expenses payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the Sale was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the Notice to Bidders. Our invoices will only be addressed to the registered Bidder unless the Bidder is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the Buyer's Premium, the Commission payable by the Seller in respect of the Lot, any Expenses and VAT and any interest earned and/or incurred until payment to the Seller.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the Purchase Price, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of Lots have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the Purchase Price of each Lot and secondly pro-rata to pay all amounts due to Bonhams.
- 3.8 You warrant that neither you nor if you are a company, your directors, officers or your owner or their directors or shareholders are an individual or an entity that is, or is owned or controlled by individuals or entities that are:
- 3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Departure of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or
- 3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan, Russia, and Syria); and further
- 3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S, the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority.
- 3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.
- 3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:
- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;

- 3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;
- 3.10.4 items purchased by you and your Principal through Bonhams are not being transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority, or purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and
- 3.10.5 that you consent to Bonhams relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.
- 3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the Seller, to our satisfaction at our discretion, we shall be entitled to retain Lots and/or proceeds of Sale, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

COLLECTION OF THE LOT

- 4.1 Subject to any power of the Seller or us to refuse to release the Lot to you, once you have paid to us, in cleared funds, everything due to the Seller and to us, and once we have completed our investigations under paragraph 3.11, we will release the Lot to you or as you may direct us in writing. The Lot will only be released on production of a buyer collection document, obtained from our cashier's office.
- 4.2 You must collect and remove the Lot at your own expense by the date and time specified in the Notice to Bidders, or if no date is specified, by 4.30pm on the seventh day after the Sale.
- 4.3 For the period referred to in paragraph 4.2, the Lot can be collected from the address referred to in the Notice to Bioders for collection on the days and times specified in the Notice to Bioders. Thereafter, the Lot may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the Notice to Bioders.
- 4.4 If you have not collected the Lot by the date specified in the Notice to Bidders, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "Storage Contract") with the Storage Contractor for the storage of the Lot on the then current standard terms and conditions agreed between Bonhams and the Storage Contractor (copies of which are available on request). If the Lot is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per Lot per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our Expenses.
 4.5 Until you have paid the Purchase Price and any Expenses in
- 4.5 Until you have paid the Purchase Price and any Expenses in full the Lot will either be held by us as agent on behalf of the Seller or held by the Storage Contractor as agent on behalf of the Seller and ourselves on the terms contained in the Storage Contract.
- 4.6 You undertake to comply with the terms of any Storage Contract and in particular to pay the charges (and all costs of moving the Lot into storage) due under any Storage Contract. You acknowledge and agree that you will not be able to collect the Lot from the Storage Contractor's premises until you have paid the Purchase Price, any Expenses and all charges due under the Storage Contract.
- 4.7 You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any Lot not removed in accordance with paragraph 4.2, payable at our current rates, and any Expenses we incur (including any charges due under the Storage Contract), all of which must be paid by you on demand and in any event before any collection of the Lot by you or on your behalf.

5 STORING THE LOT

We agree to store the Lot until the earlier of your removal of the Lot or until the time and date set out in the Notice to Bidders, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the Sale) and, subject to paragraphs 3, 6 and 10, to be responsible as bailee to you for damage to or the loss or destruction of the Lot (notwithstanding that it is not your property before payment of the Purchase Price). If you do not collect the Lot before the time and date set out in the relevant section of the Catalogue. If you are property before payment of the Purchase Price). If you do not collect the Lot before the time and date set out in the relevant section of the Catalogue. If you have not paid for the Lot in accordance with paragraph 3, and the Lot is moved to any third party's premises, the Lot will be held by such third party strictly to Bonhams' order and we will retain our lien over the Lot until we have been paid in full in accordance with paragraph 3.

6 RESPONSIBILITY FOR THE LOT

- 6.1 Title (ownership) in the Lot passes to you (i) on payment of the Purchase Price to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, that under the Contract for Sale, the risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot if earlier, and you are advised to obtain insurance in respect of the

Lot as soon as possible after the Sale.

FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS

- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the Lot is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the Seller):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the Lot:
- 7.1.3 to remove, and/or store the Lot at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment:
- 7.1.6 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless you buy the Lot as a Consumer) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take occession of our Lot or not thereof:
- hours to take possession of any Lot or part thereof;
 7.1.7 to sell the Lot Without Reserve by auction, private treaty or any
 other means on giving you three months' written notice of our
 intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for Sale) until all sums due to us have been paid in full:
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement:
- 7.1.10 on three months' written notice to sell, Without Reserve, any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for Sale) and to apply any monies due to you as a result of such Sale in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future Sale or to reject a bid from you at any future Sale or to require you to pay a deposit before any bid is accepted by us at any future Sale in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the Purchase Price of any Lot of which you are the Buver.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the Seller, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other Expenses (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the Purchase Price of the Lot (or where you have purchased more than one Lot pro-rata towards the Purchase Price of each Lot) and secondly to the Buyer's Premium (or where you have purchased more than one Lot pro-rata to the Buyer's Premium on each Lot) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any Sale of the Lot under our rights under this paragraph 7 after the payment of all sums due to us and/or the Seller within 28 days of receipt by us of all such sums paid to us.

8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT

- 8.1 Whenever it becomes apparent to us that the Lot is the subject of a claim by someone other than you and other than the Selfer (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the Lot in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the Lot to investigate any question raised or reasonably expected by us to be raised in relation to the Lot; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or 8.1.4 require an indemnity and/or security from you in return for
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the Lot, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.

FORGERIES

9.1 We undertake a personal responsibility for any Forgery in accordance with the terms of this paragraph 9.

- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the Lot and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a Forgery, and in any event within one year after the Sale, that the Lot is a Forgery; and
- 9.2.3 within one month after such notification has been given, you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a Forgery and details of the Sale and Lot number sufficient to identify the Lot.
- 9.3 Paragraph 9 will not apply in respect of a Forgery if:
- 9.3.1 the Entry in relation to the Lot contained in the Catalogue reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
- 9.3.2 it can be established that the Lot is a Forgery only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the Lot as we in our absolute discretion consider necessary to satisfy ourselves that the Lot is or is not a Forgery.
- 9.5 If we are satisfied that a Lot is a Forgery we will (as principal) purchase the Lot from you and you will transfer the title to the Lot in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the Purchase Price, Buyer's Premium, VAT and Expenses paid by you in respect of the Lot.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the Lot, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a Lot made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a Stamp or Stamps or a Book or Books.

10 OUR LIABILITY

- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any Description of the Lot or any Entry or Estimate in respect of it, made by us or on our behalf or by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Bonhams' Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale.
- 10.2 Our duty to you while the Lot is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the Lot or to other persons or things caused by:
- 10.2.1 handling the Lot if it was affected at the time of Sale to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for: 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for
- 10.3.1 We will not be liable to you for any loss of Business, Business profits, revenue or income or for loss of Business reputation or for disruption to Business or wasted time on the part of the Buyer's management or staff or, if you are buying the Lot in the course of a Business, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the Lot as a Consumer, in any circumstances where we are liable to you in respect of a Lot, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the Purchase Price of the Lot plus Buyer's Premium (less any sum you may be entitled to recover from the Seller) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.

 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liability to the extent the same may not be excluded or restricted

as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the Lot is made up wholly of a Book or Books and any Book does not contain text or illustrations (in either case referred to as a "non-conforming Lot"), we undertake a personal responsibility for such a non-conforming Lot in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the Lot and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a non-conforming Lot, and in any event within 20 days after the Sale (or such longer period as we may agree in writing) that the Lot is a non-conforming Lot; and

within 20 days of the date of the relevant Sale (or such longer period as we may agree in writing) you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a non-conforming Lot and details of the Sale and Lot number sufficient to identify the Lot.but not if: the Entry in the Catalogue in respect of the Lot indicates that the rights given by this paragraph do not apply to it; or the Entry in the Catalogue in respect of the Lot reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or it can be established that the Lot is a non-conforming Lot only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the Lot comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or the Lot was listed in the Catalogue under "collections" or "collections and various" or the Lot was stated in the Catalogue to comprise or contain a collection, issue or Books which are undescribed or the missing text or illustrations are referred to or the relevant parts of the Book contain blanks, half titles or advertisements.

If we are reasonably satisfied that a Lot is a non-conforming Lot, we will (as principal) purchase the Lot from you and you will transfer the title to the Lot in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the Purchase Price and Buyer's Premium paid by you in respect of the Lot.

The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.

2 MISCELLANEOUS

- 12.1 You may not assign either the benefit or burden of this agreement.
 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on your by nagaranch 3.
- obligations imposed on you by paragraph 3.

 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to Bonhams marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the Contract Form (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of Bonhams, it will also operate in favour and for the benefit of Bonhams' holding company and the subsidiaries of such

holding company and the successors and assigns of Bonhams and of such companies and of any officer, employee and agent of Bonhams and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/ or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract,

and generally at law.

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the Sale takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. Bonhams has a complaints procedure in place.

DATA PROTECTION - USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar. LIST OF DEFINITIONS

"Account" the bank account of Bonhams into which all sums received in respect of the Purchase Price of any Lot will be paid.

"Additional Premium" a premium, calculated in accordance with the Notice to Bidders, to cover Bonhams' Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the Buyer to Bonhams on any Lot marked [AR] which sells for a Hammer Price which together with the Buyer's Premium (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

"Auctioneer" the representative of Bonhams conducting the Sale

"Bidder" Any person considering, attempting or making a Bid, including those who have completed a Bidding Form.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" Bonhams 1793 Limited or its successors or assigns. Bonhams is also referred to in the Buyer's Agreement, the Conditions of Business and the Notice to Bidders by the words "we", "us" and

"Book" a printed Book offered for Sale at a specialist Book Sale.

"Business" includes any trade, Business and profession.

"Buyer" the person to whom a Lot is knocked down by the Auctioneer. The Buyer is also referred to in the Contract for Sale and the Buyer's Agreement by the words "you" and "your".

"Buyer's Agreement" the contract entered into by Bonhams with the

Buyer (see Appendix 2 in the Catalogue).

"Buyer's Premium" the sum calculated on the Hammer Price at the

rates stated in the Notice to Bidders.

"Catalogue" the Catalogue relating to the relevant Sale, including any representation of the Catalogue published on our Website.

"Commission" the Commission payable by the Seller to Bonhams calculated at the rates stated in the Contract Form.

"Condition Report" a report on the physical condition of a Lot provided to a Bidder or potential Bidder by Bonhams on behalf of the Seller. "Conditions of Sale" the Notice to Bidders, Contract for Sale, Buyer's

Agreement and Definitions and Glossary. "Consignment Fee" a fee payable to Bonhams by the Seller

calculated at rates set out in the Conditions of Business "Consumer" a natural person who is acting for the relevant purpose

outside his trade, Business or profession. "Contract Form" the Contract Form, or vehicle Entry form, as applicable, signed by or on behalf of the Seller listing the Lots to be offered for Sale by Bonhams.

"Contract for Sale" the Sale contract entered into by the Seller with

the Buyer (see Appendix 1 in the Catalogue).
"Contractual Description" the only Description of the Lot (being that part of the Entry about the Lot in the Catalogue which is in bold letters, any photograph (except for the colour) and the contents of any Condition Report) to which the Seller undertakes in the Contract of Sale the Lot corresponds.

"Description" any statement or representation in any way descriptive of the Lot, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the Hammer Price).

"Entry" a written statement in the Catalogue identifying the Lot and its Lot number which may contain a Description and illustration(s) relating to the Lot.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and Expenses paid or payable by Bonhams in respect of the Lot including legal Expenses, banking charges and Expenses incurred as a result of an electronic transfer of money, charges and Expenses for loss and damage cover, insurance, Catalogue and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the Lot for Sale, storage charges, removal charges, removal charges or costs of collection from the Seller as the Seller's agents or from a defaulting Buyer, plus VAT if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the Sale had a value materially less than it would have had if the Lot had not been such an imitation, and which is not stated to be such an imitation in any description of the Lot. A Lot will not be a Forgery by reason of any damage to, and/or restoration and/ or modification work (including repainting or over painting) having been carried out on the Lot, where that damage,

restoration or modification work (as the case may be) does not substantially affect the identity of the Lot as one conforming to the Description of the Lot.

"Guarantee" the obligation undertaken personally by Bonhams to the Buyer in respect of any Forgery and, in the case of specialist Stamp Sales and/or specialist Book Sales, a Lot made up of a Stamp or

Stamps or a Book or Books as set out in the Buyer's Agreement. "Hammer Price" the price in the currency in which the Sale is conducted at which a Lot is knocked down by the Auctioneer.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business. "Loss and Damage Warranty Fee" means the fee described in

paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to Bonhams with a view to its Sale at auction or by private treaty (and reference to any Lot will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for Sale as one Lot). "Motoring Catalogue Fee" a fee payable by the Seller to Bonhams in

consideration of the additional work undertaken by Bonhams in respect of the cataloguing of motor vehicles and in respect of the promotion of Sales of motor vehicles.

"New Bond Street" means Bonhams' saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of Commission and VAT which would have been payable if the Lot had been sold at the Notional Price "Notional Fee" the sum on which the Consignment Fee payable to Bonhams by the Seller is based and which is calculated according to

the formula set out in the Conditions of Business. "Notional Price" the latest in time of the average of the high and low Estimates given by us to you or stated in the Catalogue or, if no such Estimates have been given or stated, the Reserve applicable to the Lot.

"Notice to Bidders" the notice printed at the back or front of our Catalogues

"Purchase Price" the aggregate of the Hammer Price and VAT on the Hammer Price (where applicable), the Buyer's Premium and VAT on the Buver's Premium and any Expenses

"Reserve" the minimum price at which a Lot may be sold (whether at auction or by private treaty). "Sale" the auction Sale at which a Lot is to be offered for Sale by

"Sale Proceeds" the net amount due to the Seller from the Sale of a Lot, being the Hammer Price less the Commission, any VAT chargeable thereon, Expenses and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the Lot for Sale named on the Contract Form. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the Contract Form acts as an agent for a principal (whether such agency is disclosed to Bonhams or not), "Seller" includes both the agent and the principal who shall be jointly and severally liable as such. The Seller is also referred to in the Conditions of Business by the words "you" and "vour"

"Specialist Examination" a visual examination of a Lot by a specialist on the Lot.

"Stamp" means a postage Stamp offered for Sale at a Specialist Stamp Sale

"Standard Examination" a visual examination of a Lot by a nonspecialist member of Bonhams' staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the Buyer's Agreement (as appropriate).

"Storage Contractor" means the company identified as such in the Catalogue

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"VAT" value added tax at the prevailing rate at the date of the Sale in the United Kingdom.

"Website" Bonhams Website at www.bonhams.com

"Withdrawal Notice" the Seller's written notice to Bonhams revoking Bonhams' instructions to sell a Lot

"Without Reserve" where there is no minimum price at which a Lot may be sold (whether at auction or by private treaty). GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on Sales of that work subsequent to the original Sale of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a Lot.

"knocked down": when a Lot is sold to a Bidder, indicated by the fall of the hammer at the Sale.

"lien": a right for the person who has possession of the Lot to retain possession of it.

"risk": the possibility that a Lot may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a Lot "tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

"warranty": a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979: "Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that
 - the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

the seller;

(b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;

(c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

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Please circle your bidding method above. This sale will be conducted in accordance with Sale date: Sale title: Goodwood Festival of Speed Sale 14 July 2023 Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale venue: Chichester, Sussex Sale no. 27997 Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours and other terms relating to bidding and buying at the prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue Sale. You should ask any questions you have about the for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will Conditions before signing this form. These Conditions endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids. also contain certain undertakings by bidders and buyers General Bid Increments: and limit Bonhams' liability to bidders and buyers. £10 - 200by 10s £10,000 - 20,000by 1,000s £200 - 500by 20 / 50 / 80s £20,000 - 50,000by 2,000 / 5,000 / 8,000s Data protection - use of your information £500 - 1,000by 50s £50,000 - 100,000by 5,000s Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy £1,000 - 2,000by 100s £100,000 - 200,000by 10,000s Policy (subject to any additional specific consent(s) you may £2,000 - 5,000by 200 / 500 / 800s above £200,000at the auctioneer's discretion have given at the time your information was disclosed). A £5,000 - 10,000by 500s copy of our Privacy Policy can be found on our website The auctioneer has discretion to split any bid at any time. (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S Customer Number Title 1SR United Kingdom or by e-mail from info@bonhams.com. We may disclose your personal information to any member of First Name Last Name our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or Company name (if applicable) elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with Company Registration number (if applicable) information about goods and services which we feel maybe of interest to you including those provided by third parties. Address If you do not want to receive such information (except for information you specifically requested) please tick this box City Would you like to receive e-mailed information from us? if so please tick this box Post / Zip code County / State Notice to Bidders. Telephone (mobile) Country At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date Telephone (landline) of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit E-mail (in capitals) card statement etc. Corporate clients should also provide a copy of their articles of association / company registration Please answer all questions below documents, and the entities name and registered address, 1. ID supplied: Government issued ID and (if the ID does not confirm your address) current utility bill/bank statement. documentary proof of its beneficial owners and directors, If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your to act), and documentary evidence of the company's beneficial owners bids not being processed or completed. For higher value lots 2. Are you representing the Bidder? If yes, please complete question 3. you may also be asked to provide a bank reference. If successful 3. Bidder's name, address and contact details (phone and email): I will collect the purchases myself Bidder's ID: Government issued ID and (if the ID does not confirm their address) current utility bill/bank statement Please arrange shippers to contact me with If registered for VAT in the EU please enter your registration here: Are you acting in a business capacity? a quote and $\bar{\rm I}$ agree that you may pass them my contact details. Please note that all telephone calls are recorded. MAX bid in GBP Telephone or Lot no. Brief description (excluding premium Covering bid * Absentee (T / A) & VAT) FOR WINE SALES ONLY Please leave lots "available under bond" in bond Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE INCLUDING BUYER'S WARRANTIES AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS. Bidder/Agent's (please delete one) signature:

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding. NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447, bids@bonhams.com Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

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231	1969	AC 428 Coupé	258	1971	Aston Martin DBS Vantage Sports Saloon
226	1989	AC Cobra Mk IV Roadster	264	1972	Aston Martin DBS V8 Automatic Saloon
247	2001	AC Cobra Mk IV 'Carbon Road Series' Roadster	207	1976	Aston Martin V8 Series 3 Sports Saloon
274	1959	Alfa Romeo 2000 Spider	268	1978	Aston Martin V8 Series 3 Sports Saloon
280	1965	Alfa Romeo Giulia TI Super FIA Competition Saloon	256	1979	Aston Martin V8 Volante
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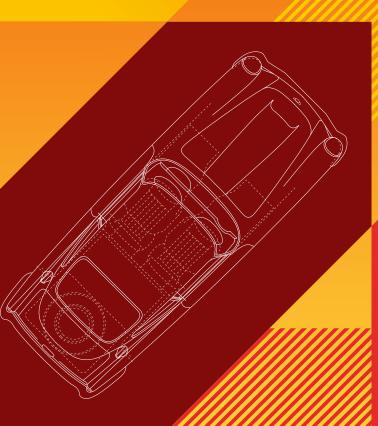


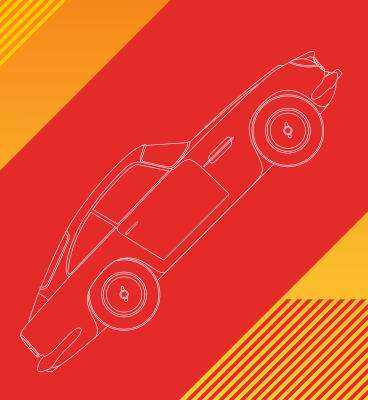
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257	1960	Jaguar XK150S 3.8-Litre Coupé	229	1971	Porsche 911 to S/T Specification
259	1962	Jaguar E-Type Series 1 'Lightweight' FIA Competition Roadster	260	1974	Porsche 911T 2.4-Litre FIA Historic Rally Car
276	1963	Jaguar E-Type Series 1 3.8-Litre Roadster	223	2014	Porsche 911 Type 991 '50 Years 911' Carrera Coupé
246	1971	Jaguar E-Type Series 3 V12 2+2 Coupé	249	2017	Porsche 911 Type 991.2 'Endurance Racing Ed.' Carrera S
255	2007	Koenigsegg CCGT GT1 Competition	275	1979	Ruf 3.4-Litre CR Coupé
214	2015	Lagonda Taraf Sports Saloon	204	1971	Trident Venturer Coupé
201	1954	Land Rover Series I 86" 4x4 Utility	216	1975	Triumph Dolomite Sprint Competition Saloon
203	1990	Longline/Ricardo MkII Light Strike Vehicle	230	1985/86	Tyrrell-Renault 014 Formula 1 Single-Seater
278	1983	Lotus Turbo Esprit Series 3 Coupé	241	1969	Unipower GT Competition
205	1993/94	Lotus-Mugen Honda Type 107C Formula 1 Bacing Single-Seater			













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